CITY OF ONTARIO

Regular City Council/Housing Authority Meeting
SEPTEMBER 19, 2023

City Hall
303 East B Street, Ontario, CA 91764

MAYOR PAUL S. LEON • MAYOR PRO TEM DEBRA DORST-PORADA
COUNCIL MEMBERS ALAN D. WAPNER, JIM W. BOWMAN AND RUBEN VALENCIA

CITY CLERK SHEILA MAUTZ • TREASURER JAMES R. MILHISER
CITY MANAGER SCOTT OCHOA • CITY ATTORNEY RUBEN DURAN

WELCOME TO A MEETING OF THE ONTARIO CITY COUNCIL

All documents for public review are on file with the Records Management/City Clerk's Department located at 303 East B Street, Ontario, CA 91764.

Anyone wishing to speak in person during public comment or on a particular item will be required to fill out a blue slip. Blue slips must be turned in prior to public comment beginning or before an agenda item is taken up. The Clerk will not accept blue slips after that time. To comment by email, submit your comments no later than 4:00 p.m. on the day of the meeting by emailing your name, agenda item you are commenting on and your comments to publiccomments@ontarioca.gov. All comments received by the deadline will be forwarded to the City Council for consideration before action is taken on the matter and will be entered into the record.

Comments will be limited to 3 minutes. Speakers will be alerted when they have 1 minute remaining and when their time is up. Speakers are then to return to their seats and no further comments will be permitted.

In accordance with State Law, remarks during public comment are to be limited to subjects within Council's jurisdiction. Remarks on other agenda items will be limited to those items.

Remarks from those seated or standing in the back of the chamber will not permitted. All those wishing to speak including Council and Staff need to be recognized by the Chair before speaking.

ACCOMODATIONS

If you need special assistance or accommodations to participate in this meeting, please contact the City Clerk's office at 909-395-2009. Notification of 48 hours prior to the meeting will help the City make reasonable arrangements. Equipment for the hearing impaired is available in the Records Management Office.

ORDER OF BUSINESS

The regular City Council and Housing Authority meeting begins with Public Comment at 6:30 p.m. immediately followed by the Regular Meeting and Public Hearings. No agenda item will be introduced for consideration after 10:00 p.m. except by majority vote of the City Council.

CALL TO ORDER *(OPEN SESSION)*

ROLL CALL

Dorst-Porada, Wapner, Bowman, Valencia, Mayor/Chairman Leon

PLEDGE OF ALLEGIANCE

Council Member Valencia

INVOCATION

Pastor Richard Hernandez, The Church of God Ontario

SPECIAL CEREMONIES

A PROCLAMATION RECOGNIZING CALIFORNIA NATIVE AMERICAN DAY

That the City Council proclaim and recognize California Native American Day.

ATTACHMENT: CA Native American Day Proclamation

PUBLIC COMMENTS 6:30 P.M.

The Public Comment portion of the Council/Housing Authority meeting is limited to 30 minutes with each speaker given a maximum of 3 minutes. An opportunity for further Public Comment may be given at the end of the meeting. Under provisions of the Brown Act, Council is prohibited from taking action on oral requests.

To comment by email, submit your comments by email no later than 4:00 p.m. on the day of the meeting by emailing your name, agenda item you are commenting on and your comment to

publiccomments@ontarioca.gov. All Comments received by the deadline will be forwarded to the City Council for consideration before action is taken on the matter and entered into the record. As previously noted -- if you wish to address the Council, fill out one of the blue slips at the rear of the chambers and give it to the City Clerk.

AGENDA REVIEW/ANNOUNCEMENTS

The City Manager will go over all updated materials and correspondence received after the Agenda was distributed to ensure Council Members have received them. He will also make any necessary recommendations regarding Agenda modifications or announcements regarding Agenda items to be considered.

INFORMATION RELATIVE TO POSSIBLE CONFLICT OF INTEREST

Agenda item contractors, subcontractors and agents may require member abstentions due to conflict of interests and financial interests. Council Member abstentions shall be stated under this item for recordation on the appropriate item.

CONSENT CALENDAR

All matters listed under CONSENT CALENDAR will be enacted by one motion in the form listed below – there will be no separate discussion on these items prior to the time Council votes on them, unless a member of the Council requests a specific item be removed from the Consent Calendar for a separate vote.

Each member of the public wishing to address the City Council on items listed on the Consent Calendar will be given a total of 3 minutes.

1. APPROVAL OF MINUTES

Minutes for the regular meetings of the City Council and Housing Authority of August 15, 2023, and approving same as on file in the Records Management Department.

ATTACHMENT: 20230815 Minutes (Not Official Until Approved).docx

2. BILLS & PAYROLL

Bills August 11, 2023 through August 31, 2023, and Payroll August 13, 2023 through August 26, 2023 when audited by the Finance Committee.

3. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH JSB FIRE PROTECTION, LLC. FOR FIRE CODE PLAN REVIEW SERVICES

That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 1 to the Professional Services Agreement (on file in the Records Management Department) with JSB Fire Protection, LLC., of Downey, California, for a two year term extension for a new end term of June 30, 2027 and an increase to the existing Agreement by $30,000 annually, for a total not-to-exceed amount of $1,960,000.

4. A RESOLUTION ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FISCAL YEARS 2024-25 TO 2028-29

That the City Council consider and adopt a Resolution approving the Fiscal Year 2024-25 through Fiscal Year 2028-29 Measure I Five-Year Capital Project Needs Analysis (CPNA) and authorize the City Manager to approve changes to the plan as may be required by the City and/or San Bernardino County Transportation Authority (SBCTA).

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FISCAL YEARS 2024-25 TO 2028-29.

ATTACHMENT: Measure I Five-Year Analysis^02^RESO^RM
ATTACHMENT: Exhibit A^02pdf

5. AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH RJM DESIGN GROUP FOR ON-CALL LANDSCAPE ARCHITECTURAL SERVICES FOR THE ONTARIO SPORTS COMPLEX PROJECT

That the City Council authorize the City Manager or his designee to execute Amendment No. 4 to the Design Services Agreement (on file in the Records Management Department) for contract No. PM 1819-1 with RJM Design Group, of San Juan Capistrano, California, to provide on-call landscape architectural services for the Ontario Sports Complex Project in the amount of $160,000 for a total not-to-exceed contract amount of $425,000.

6. A CONSTRUCTION CONTRACT WITH CT&T CONCRETE PAVING, INC. FOR AMERICANS WITH DISABILITIES ACT (ADA) CONCRETE RAMP CONSTRUCTION SERVICES

That the City Council authorize the City Manager or his designee to execute a one-year Construction Contract with CT&T Concrete Paving, Inc., of Diamond Bar, California, for ADA Concrete Ramp Construction Services for a not-to-exceed contract amount of $175,000.

7. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH CAPO PROJECTS GROUP, LLC FOR INTEGRATED PROJECT CONTROLS, ASSESSMENT, AND REPORTING SERVICES

That the City Council approve and authorize the City Manager, or designee, to execute Amendment No. 3 to the Professional Services Agreement (on file in the Records Management Department) with CAPO Projects Group, LLC, of San Clemente, California, for integrated project controls, assessment, and reporting services for $47,976, for a total not-to-exceed amount of $347,811, and a term extension to September 30, 2024.

8. AUTHORIZE A SOLE SOURCE PURCHASE OF FIRE APPARATUS AND APPROVE A GOODS AND SERVICES AGREEMENT WITH FIRE APPARATUS SOLUTIONS

That the City Council take the following actions:

A. Approve Fire Apparatus Solutions (FAS), of Rialto, California as the sole source provider for current and future procurements of Kovatch Mobile Equipment (KME) fire apparatus and fire equipment parts and services associated with the routine maintenance and repair of fire equipment;
B. Authorize the sole source purchase and delivery of two (2) KME Fire Pumpers in the amount of $2,524,000 and one (1) KME Fire Aerial Tractor in the amount of $2,351,000 from FAS for a total not-to-exceed amount $4,875,000; and
C. Authorize the City Manager or his designee to execute a three-year Goods and Services Agreement (on file in the Records Management Department) with FAS for an annual cost of $300,000 for a total not-to-exceed contract amount of $900,000 and authorize the City Manager or his designee to extend the agreement for one (1) additional two-year term.

9. A CONSTRUCTION CONTRACT WITH FLEMING ENVIRONMENTAL, INC. AND AN AMENDMENT TO THE ON-CALL DESIGN SERVICES AGREEMENT WITH ROBERT BORDERS AND ASSOCIATES FOR THE SAM ALBA PARK RESTROOM RENOVATION PROJECT

That the City Council take the following actions:

A. Reject bids from KNC Construction, Inc., HZS Engineering and Construction, and Wakeco, Inc. for the Sam Alba Park Restroom Renovation Project as being non-responsive;
B. Authorize the City Manager or his designee to complete and execute Construction Contract No. D&C20-017 (on file with the Records Management Department) with Fleming Environmental, Inc., of Fullerton, California, for the Sam Alba Park Restroom Renovation Project in the amount of $642,687 plus a 7% contingency of $44,989 to address any unforeseen issues that may arise during construction for a total contract not-to-exceed amount of $687,676;
C. Authorize the City Manager or his designee to complete and execute Amendment No. 17 to the On-Call Design Services Agreement with Robert Borders and Associates (Robert Borders), of Costa Mesa, California, for the Sam Alba Park Restroom Renovation Project in the amount of $12,373; and
D. Authorize the City Manager or his designee to execute all documents required for the completion of the project including, but not limited to, contracts, agreements, assessments, easements, reduction of retention accounts, and filing a notice of completion at the conclusion of all construction related activities.

10. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH RED HAWK SERVICES, INC. FOR ON-CALL FENCE REPAIR AND INSTALLATION FOR LATIMER BALLFIELD AND PUBLIC WORKS CITY YARD

That the City Council authorize the City Manager or his designee to execute Amendment No. 1 to the Maintenance Services Agreement (on file with the Records Management Department) for Contract No. PM 2023-3 with Red Hawk Services, Inc., of Perris, California, to provide fence

repair and installation for the Latimer Ballfield and Public Works City Yard in the amount of $329,823 for a total contract not-to-exceed amount of $479,823.

11. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH STOEL RIVES LLP FOR LEGAL AND TECHNICAL SERVICES PERTAINING TO WATER MATTERS

That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 2 to the Professional Services Agreement (on file in the Records Management Department) with Stoel Rives LLP, of Sacramento, California, in the amount of $225,000 for Fiscal Year 2023-24 and $100,000, for Fiscal Year 2024-25, for a new total not-to-exceed amount of $714,000, and extend the term until June 30, 2025, for legal and technical services with respect to matters relating to water supply and water rights.

12. AUTHORIZE A SOLE SOURCE PURCHASE OF AN INTEGRATED BALLISTIC IDENTIFICATION SYSTEM (IBIS) FROM FORENSIC TECHNOLOGY INC.

That the City Council approve and authorize the City Manager or his designee to execute all documents necessary for the sole source purchase of an Integrated Ballistic Identification System (IBIS) from Forensic Technology Inc., of Largo, Florida, in the amount of $369,133.

13. AUTHORIZE THE PURCHASE OF PLAYGROUND EQUIPMENT WITH INNOVATIVE PLAYGROUNDS FOR BON VIEW PARK

That the City Council authorize the cooperative purchase of playground equipment for Bon View Park in the amount of $343,786 plus a 10% contingency of $34,379 to mitigate any unforeseen issues with supply chain surcharges and manufactory price increases for a total not to exceed amount of $378,165 from Innovative Playgrounds, of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 010521-BUR.

ATTACHMENT: Exhibit A-Bon View Park.docx

14. AN ORDINANCE AMENDING SECTION 5-11.02 OF CHAPTER 11 OF TITLE 5 OF THE ONTARIO MUNICIPAL CODE RELATING TO THE PUBLIC CONSUMPTION AND POSSESSION OF ALCOHOLIC BEVERAGES ON OR IN PUBLIC FACILITIES

That the City Council adopt an Ordinance amending Section 5-11.02 of Chapter 11 of Title 5 of the Ontario Municipal Code relating to the public consumption and possession of alcoholic beverages on or in public facilities.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING SECTION 5-11.02 OF CHAPTER 11 OF TITLE 5 OF THE ONTARIO MUNICIPAL CODE RELATING TO THE PUBLIC CONSUMPTION AND POSSESSION OF ALCOHOLIC BEVERAGES ON OR IN PUBLIC FACILITIES.

ATTACHMENT: Alcoholic Beverages in Public Facilities^ORD^RM

15. ACCEPTANCE OF STATE OF CALIFORNIA HOMELESS HOUSING, ASSISTANCE AND

PREVENTION ROUND 3 (HHAP-3) FUNDING ADMINISTERED BY THE COUNTY OF SAN BERNARDINO TO RAPIDLY REHOUSE HOMELESS FAMILIES AND INDIVIDUALS

That the City Council accept $135,000 in HHAP-3 funding to provide eight households that are homeless in the west valley of San Bernardino County with move-in costs and up to six months' rent assistance and services to stabilize their housing.

PUBLIC HEARINGS

Pursuant to Government Code Section 65009, if you challenge the City's zoning, planning or any other decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to the public hearing. Affidavits of posting compliance, for all items below, are on file with the Records Management Department.

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16. A PUBLIC HEARING TO RECEIVE TESTIMONY AND ADOPT THE CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) FOR THE 2022-23 FISCAL YEAR

That the City Council take the following actions:

A. Hold a public hearing to receive testimony on the draft Consolidated Annual Performance and Evaluation Report (CAPER) for the Fiscal Year 2022-23 (on file in the Records Management Department);
B. Direct Staff to prepare and transmit to the U.S. Department of Housing and Urban Development (HUD) the final CAPER, which will address all public comments received on the draft CAPER; and
C. Authorize the City Manager to revise for accuracy and execute any and all documents necessary and/or desirable to transmit the CAPER to HUD.

ATTACHMENT: DRAFT CAPER.pdf

17. A PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION'S APPROVAL FOR FILE NO. PDEV21-035, A DEVELOPMENT PLAN TO CONSTRUCT A 59,984 SQUARE FOOT INDUSTRIAL BUILDING, LOCATED AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET (APNS: 1049-491-01, 1049-491-02, AND 1049-491-03)

That the City Council consider and adopt a Resolution upholding the Planning Commission's approval of the Development Plan (File No. PDEV21-035) and denying the appeal.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DENYING AN APPEAL AND UPHOLDING THE PLANNING COMMISSION DECISION TO APPROVE FILE NO. PDEV21-035, A DEVELOPMENT PLAN TO CONSTRUCT A 59,984 SQUARE FOOT INDUSTRIAL BUILDING ON 3.15 GROSS ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET, WITHIN THE IL (LIGHT INDUSTRIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1049-491-01, 1049-491-02 AND 1049-491-03.

ATTACHMENT: 20230919 File No. PDEV21-035 Appeal^02 Appeal Application.pdf
ATTACHMENT: 20230919 File No. PDEV21-035 Appeal^03 PC Back-up.pdf
ATTACHMENT: File No. PDEV21-035 Appeal_03 PDEV^RESO^RM

STAFF MATTERS

City Manager Ochoa

COUNCIL MATTERS

Mayor Leon
Mayor pro Tem Dorst-Porada
Council Member Wapner
Council Member Bowman
Council Member Valencia

ADJOURNMENT

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **SPECIAL CEREMONIES**
Department: Management Services Prepared By: Jordan T Villwock Staff Member Presenting: Darlene M. Sanchez, Assistant City Manager Reviewed By: Vanny Khu Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No:

SUBJECT: A PROCLAMATION RECOGNIZING CALIFORNIA NATIVE AMERICAN DAY

RECOMMENDATION: That the City Council proclaim and recognize California Native American Day.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: There is no direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: California Native American Day celebrates the rich cultures, traditions, and contributions of Native American tribes and communities. The day recognizes the diverse and vibrant cultures that have existed in California for thousands of years and it provides the opportunity to showcase the arts, language, medicine, environmental stewardship, and many other aspects of these cultures. California Native American Day also serves as a reminder of the historical challenges and injustices faced by Native American communities and encourages dialogue about cultural preservation, sovereignty, and contemporary issues.

PROCLAMATION

RECOGNIZING CALIFORNIA NATIVE AMERICAN DAY

WHEREAS, the City of Ontario recognizes the importance of acknowledging and honoring the rich history, culture, and contributions of California Native Americans; and

WHEREAS, California Native American Day provides an opportunity to celebrate the heritage, traditions, and resilience of California Native American peoples; and

WHEREAS, California Native American Day offers a chance to educate the community about the diverse California Native American cultures that have shaped our region and our state; and

WHEREAS, the City of Ontario aims to promote inclusivity, diversity, and respect for all individuals and communities within our city limits; and

WHEREAS, California Native American communities have made significant contributions to the growth, development, and progress in the City of Ontario through their rich traditions, art, language, medicine, environmental stewardship, and more; and

WHEREAS, recognizing California Native American Day will foster a greater understanding and appreciation of the historical and contemporary issues faced by California Native American communities; and

WHEREAS, many counties and cities across the State of California have already established California Native American Day as an official observance to honor the Indigenous peoples of this land.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO DOES HEREBY DECLARE THE FOLLOWING:

SECTION 1. The City of Ontario officially recognizes the importance of California Native American Day, celebrated every year on the 4th Friday of September and this year on September 22, 2023.

SECTION 2. The City of Ontario encourages residents, educational institutions, and community organizations to observe California Native American Day through activities, events, and educational initiatives that promote understanding, cultural exchange, and respect for California Native American traditions and contributions.

SECTION 3. The City of Ontario will strive to incorporate California Native American history, culture, and perspectives into educational curricula and public programs within the City of Ontario.

SECTION 4. The City of Ontario encourages local businesses and organizations to support California Native American artisans, entrepreneurs, and cultural initiatives through partnerships, collaborations, and sponsorship opportunities.

SECTION 5. The City of Ontario calls upon neighboring jurisdictions to recognize California Native American Day as an official observance, highlighting the importance of honoring and respecting the Native American people and their contributions to our society.

GIVEN UNDER THE CORPORATE SEAL OF THE CITY OF ONTARIO, CALIFORNIA this 19th day of September 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

ONTARIO CITY COUNCIL/
ONTARIO HOUSING AUTHORITY
MINUTES
AUGUST 15, 2023
(Not Official Until Approved)

JOINT MEETINGS

The regular meetings of the Ontario City Council and the Housing Authority were held on Tuesday, August 15, 2023 at Ontario City Hall, 303 E. B Street Ontario, California.

CALL TO ORDER

Mayor Leon called the joint meetings to order at 5:36 p.m.

ROLL CALL

PRESENT:	Mayor/Chairman:	Paul S. Leon
	Mayor pro Tem/Vice Chair:	Debra Dorst-Porada
	Council/Authority Members:	Alan D. Wapner and Ruben Valencia
ABSENT:	Council/Authority Members:	Jim W. Bowman (excused)

.
Also present were City Manager / Executive Director Scott Ochoa, City Attorney/Legal Counsel Ruben Duran, and City Clerk / Secretary Sheila Mautz.

INFORMATION RELATIVE TO POSSBILE CONFLICTS OF INTEREST

There were no conflicts of interest announced by the City Council.

CLOSED SESSION

Mayor Leon inquired whether persons were present who wished to speak to the Closed Session items. Hearing no one, City Attorney Duran announced the matters for discussion as listed on the agenda, the City Council recessed to Closed Session with all members present, with the exception of Council Member Bowman at 5:40 p.m. for discussion of the following:

GC 54957, PUBLIC EMPLOYEE PERFORMANCE EVALUATIONS
City Manager

GC 54957.6 CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representative: Mayor; Unrepresented Employee: City Manager

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 1048-562-06; 212-218 North Palm Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Kenneth Hale; Under negotiation: Price and terms of payment.

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 1048-562-07; 210 North Palm Avenue and 222 West B Street; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Pan de Vida Spanish Ministry of Ontario; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-101-03, 0218-101-04, 0218-101-05, 0218-101-06; Southeast Corner Riverside Drive and Vineyard Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: JCLIN INVESTMENT LP; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-08, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: 15 Dairy River LLC; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-06; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Sanchez Family Trust; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-05; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Raymundo Flores; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-04, 0218-111-45; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Ontario WF Farm LLC; Under negotiation: Price and terms of payment

MEETING RECONVENED – OPEN MEETING

Mayor Leon reconvened the meetings at 6:38 p.m. for the regular session.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor pro Tem Dorst-Porada.

INVOCATION

The invocation was led by Dr. Maribel Zacapa, Church of God of Prophecy.

REPORT ON CLOSED SESSION

City Attorney Duran reported City Council provided direction regarding Item No. 37 on the agenda and noted that specific details regarding salaries would be announced during the administrative report for Item No. 37.

PUBLIC COMMENTS

Assistant City Clerk Isbell announced there were eleven written public comments:

Matt Munson, regarding parking issues.
Reina, regarding rising cost of rent.
Iesha Mitchell, regarding safety concerns at Dorothy A. Quesada Community Center.
Andres Martinez Pais, regarding the California Mortgage Relief Program.
Dara Cordova, announced the Entrepreneurship Summit 2023.
Lory Masonis, general question regarding the City Council Agenda.
David Vargas, regarding homelessness.
Brandy Rodriguez, regarding general concerns.
Mariano Amador, regarding community events.
Bee Tal, regarding general concerns.
Stephen W. Rogers, regarding inquiries to the Human Resources Department.

Mayor Leon called upon the first speaker:

Karen Haughey, representative of San Bernardino County Supervisor, Curt Hagman's office announced upcoming events.

Dee Torres, spoke regarding ambulance fees.

Marta Aragon, spoke regarding meal services at Senior Center.

Irene Charrette, introduced herself as President of the Women's Club of Ontario.

Terry Weatherby, expressed his gratitude to the Ontario Police Department.

Pamela Weatherby, expressed her gratitude to the Ontario Police Department.

Mario Huante, spoke regarding the U.S. Constitution.

Brandi, spoke regarding concerns with the Ontario Police Department.

Alizaee Rodriguez, spoke regarding concerns with the Ontario Police Department.

Maria Galvan, spoke regarding homelessness.

AGENDA REVIEW/ANNOUNCEMENTS

City Manager Ochoa made no announcements.

CONSENT CALENDAR

PUBLIC COMMENT

Item No. 13 - *Aaron Matthiesen*, spoke regarding Little League Baseball.

Item No. 26 - *Maria Galvan,* spoke about School Resource Officers.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Wapner and carried by a unanimous vote 4-0, to approve the Consent Calendar as presented, with Council Member Bowman absent.

1. APPROVAL OF MINUTES

Approved minutes for the cancelled meetings of the City Council and Housing Authority of July 4, 2023, and regular meetings of the City Council and Housing Authority of July 18, 2023 approving same as on file in the Records Management Department.

2. BILLS & PAYROLL

Approved bills June 30, 2023 through July 27, 2023 in the amount of $44,400,680.22, and Payroll June 18, 2023 through July 15, 2023 in the amount of $10,303,084.85, when audited by the Finance Committee.

3. A MEMORANDUM OF UNDERSTANDING WITH THE INLAND EMPIRE UTILITIES AGENCY FOR THE EUCLID AVENUE RECYCLED WATER PROJECT

The City Council approved and authorized the City Manager or designee to execute a Memorandum of Understanding by and between the City of Ontario and the Inland Empire Utilities Agency (IEUA) for the Euclid Avenue Recycled Water Project; and reimbursement of shared construction costs pursuant to the MOU for up to $910,000 plus a 15% contingency of $136,500 for a total not-to-exceed amount of $1,046,500.

4. AN AMENDMENT TO ON-CALL DESIGN SERVICES AGREEMENT WITH INFRASTRUCTURE ENGINEERING CORPORATION FOR LAUREL AVENUE, SULTANA AVENUE, AND NOCTA STREET SEWER SERVICE IMPROVEMENTS (PROJECTS UT 1067, UT 1069, AND UT 1077)

The City Council approved and authorized the City Manager, or designee, to execute Amendment No. 16 to the On-Call Design Services Agreement with Infrastructure Engineering Corporation, of Irvine, California, for an increase to the existing Agreement by $110,044, for a total not-to-exceed amount of $3,040,240.

5. A CHANGE ORDER TO THE ANNUAL CONTRACT WITH GENERAL PUMP COMPANY INC. FOR ON-CALL MAINTENANCE, REHABILITATION, INSPECTIONS, AND EMERGENCY WELL REPAIRS

The City Council approved and authorized the City Manager, or designee, to execute Change Order No. 5 to Contract No. 1819-01 with General Pump Company Inc., of San Dimas, California, for maintenance, rehabilitation, inspection and emergency well repairs for $21,550 and a term extension to June 30, 2024.

6. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH FREEDOM AUTOMATION INC. FOR SUPERVISORY CONTROL AND DATA ACQUISITION COMPUTER PROGRAMING SUPPORT SERVICES

The City Council approved and authorized the City Manager, or designee, to execute Amendment No. 5 to the Professional Services Agreement with Freedom Automation Inc., of Oceanside, California, for the City's Supervisory Control and Data Acquisition (SCADA) computer programming support services for $55,800 and a term extension to June 30, 2024.

7. PURCHASE OF WATER SYSTEM MATERIALS WITH UNITED WATER WORKS INC. AND WESTERN WATER WORKS SUPPLY CO.

The City Council took the following actions:

A. Approved and authorized the City Manager, or designee, to execute the Goods and Equipment Purchase Agreement with United Water Works Inc., of Santa Ana, California, for waterworks material in the amount of $265,000 for Fiscal Year 2023-24, and authorized the cost of $265,000 with up to a 5% increase per Fiscal Year (2024-25 to 2027-28) for a total not-to-exceed amount of $1,464,292, with an initial term of one (1) year, and authorized the option to extend the Agreement for up to four (4) consecutive one (1) year periods, at the set pricing levels per Bid No. 1659.
B. Approved and authorized the City Manager, or designee, to execute the Goods and Equipment Purchase Agreement with Western Water Works Supply Co., of Chino Hills, California, for waterworks material in the amount of $265,000 for Fiscal Year 2023-24, and authorized the cost of $265,000 with up to a 5% increase per Fiscal Year (2024-25 to 2027-28) for a total not-to-exceed amount of $1,464,292, with an initial term of one (1) year, and authorized the option to extend the Agreement for up to four (4) consecutive one (1) year periods, at the set pricing levels per Bid No. 1659.
C. Authorized a total aggregate not-to-exceed amount of $2,928,584 with United Water Works Inc., and Western Water Works Supply Co.

8. PROCUREMENT OF SYNTHETIC TURF FIELD WITH FIELD TURF USA, INC. FOR DE ANZA PARK

The City Council authorized the procurement of one synthetic turf field from FieldTurf USA, Inc., of Calhoun, Georgia, consistent with the terms and conditions of the Sourcewell Cooperative Contract # 031622-FTU in the amount of $671,794.

9. A CONSTRUCTION CONTRACT WITH CT&T CONCRETE PAVING INC. FOR TCC ACTIVE TRANSPORTATION PROJECTS C & D

The City Council awarded a Construction Contract to CT&T Concrete Paving, Inc. of Diamond Bar, California, for the TCC Active Transportation Projects C & D (Project) in the amount of $1,694,688; and authorize the City Manager, or his designee to

execute said contract and all related documents, and file a notice of completion at the conclusion of all construction activities.

10. QUIT CLAIM DEED WITH PROLOGIS, L.P. AND A RESOLUTION APPROVING AN IMPROVEMENT AGREEMENT, IMPROVEMENT SECURITY AND FINAL PARCEL MAP NO. 20537

The City Council took the following actions:

A. Authorized the City Manager or his designee to execute a Quit Claim Deed to Prologis, L.P., for fee title ownership of East Borba Street; and
B. Adopted a Resolution approving an Improvement Agreement, Improvement Security and Final Parcel Map No. 20537, located on the northeast corner of Grove Avenue and Merrill Avenue.

RESOLUTION NO. 2023-126 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FINAL PARCEL MAP NO. 20537 LOCATED ON THE NORTHEAST CORNER GROVE AVENUE AND MERRILL AVENUE.

11. A DESIGN SERVICES AGREEMENT WITH PBK ARCHITECTS, INC. FOR ARCHITECTURAL AND ENGINEERING SERVICES FOR THE FIRE STATION NO. 11 PROJECT

The City Council took the following actions:

A. Approved and authorized the City Manager or his designee to execute Design Services Agreement No. D&C23-005 Fire Station No. 11 with PBK Architects, Inc., of Rancho Cucamonga, California, to provide architectural and engineering services for the design of the Fire Station No. 11 Project for a total not-to-exceed contract amount of $3,674,000; and
B. Authorized the City Manager or his designee to execute all documents required for the completion of the project including, but not limited to, contracts, agreements, reduction of retention accounts, and filing of a notice of completion at the conclusion of all construction related activities.

12. A CONSTRUCTION CONTRACT WITH WAKECO, INC. FOR THE INTEGRATED WASTE WELDING SHOP CANOPY PROJECT

The City Council took the following actions:

A. Approved HZS Engineering and Construction's bid withdrawal;
B. Authorized the City Manager or his designee to approve the plans and specifications and award Contract No. D&C23-003 to Wakeco, Inc., of Temecula, California, for the construction of the Integrated Waste Welding Shop Canopy Project, in the amount of $250,000;
C. Authorized a 10% contingency of $25,000 to address any unforeseen issues that may arise during construction; and

D. Authorized the City Manager or his designee to execute all documents required for the completion of the project including, but not limited to, contracts, agreements, assessments, easements, reduction of retention accounts, and filing a notice of completion at the conclusion of all construction related activities.

13. AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH ROBERT BORDERS AND ASSOCIATES FOR ON-CALL ARCHITECTURAL DESIGN SERVICES FOR THE EASTERN LITTLE LEAGUE LATIMER BASEBALL FIELD CONCESSION BUILDING AND BLEACHERS RENOVATION PROJECT

The City Council authorized the City Manager or his designee to execute Amendment No. 16 to the Design Services Agreement with Robert Borders and Associates, of Costa Mesa, California, to provide on-call architectural design services for the Eastern Little League Latimer Baseball Field Concession Building and Bleachers Renovation Project in the amount of $96,768 for a total not-to-exceed contract amount of $570,166.

14. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH ROUTEWARE, INC. FOR THE IMPLEMENTATION OF ADDITIONAL INTEGRATED WASTE ROUTE OPTIMIZATION SOFTWARE EQUIPMENT

The City Council took the following actions:

A. Authorized the City Manager or his designee to execute Amendment No. 1 to the Professional Services Agreement with Routeware, Inc., of Portland, Oregon, for the implementation of additional Integrated Waste route optimization software equipment (video and camera) features with a one-time charge in the amount of $171,212 and monthly recurring cost of $7,204 for twelve months, for a total not-to-exceed contract amount of $398,264 for Fiscal Year 2023-24; and
B. Authorized the City Manager or his designee to extend the Agreement up to an additional one-year term at the City's discretion for an amount not-to-exceed $1,120,992 over a three-year term, consistent with future budgets approved by the City Council.

15. AUTHORIZE THE PURCHASE OF SPECIALIZED POLICE EQUIPMENT WITH TRIJICON, INC.

The City Council authorized the City Manager or his designee to execute a one-time purchase of specialized Police equipment through Trijicon, Inc. for an amount not to exceed $187,660.

16. AUTHORIZE THE PURCHASE OF FLEET VEHICLES WITH VELOCITY TRUCK CENTERS AND RDO EQUIPMENT COMPANY

The City Council took the following actions:

A. Authorized the cooperative purchase and delivery of the following vehicles from Velocity Truck Centers, of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 060920-ATC for a total amount not-to-exceed $7,768,200:
   1. Seven (7) Autocar front loading refuse trucks for the Integrated Waste Department in the amount of $2,947,000 plus a 20% contingency of $589,400 for a total amount not-to-exceed $3,536,400;
   2. Six (6) Autocar side loading refuse trucks for the Integrated Waste Department in the amount of $2,490,000 plus a 20% contingency of $498,000 for a total amount not-to-exceed $2,988,000; and
   3. Three (3) Autocar roll o refuse trucks for the Integrated Waste Department in the amount of $1,036,500 plus a 20% contingency of $207,300 for a total amount not-to-exceed $1,243,800.

B. Authorized the cooperative purchase and delivery of three (3) Battle Motors side loading refuse trucks for the Integrated Waste Department in the amount of $1,270,200 plus a 20% contingency of $254,040 for a total amount not-to-exceed of $1,524,240 from Velocity Truck Centers, of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 060920-CRN; and

C. Authorized the cooperative purchase and delivery of the following equipment from RDO Equipment Company, of Riverside, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 011723-JDC for a total amount not-to-exceed $559,950:
   1. Two (2) John Deere loader for the Parks and Maintenance Department in the amount of $293,396 plus a 20% contingency of $58,679, for a total amount not-to-exceed $352,075;
   2. One (1) John Deere backhoe for the Utilities Department in the amount of $173,229 plus a 20% contingency of $34,646 for a total amount not-to-exceed $207,875.

17. AN AGREEMENT WITH GRANICUS, LLC., FOR THE PEAK AGENDA MANAGEMENT, RENTAL ACTIVITY MONITORING, CLOUD COMMUNICATIONS, AND THE FREEDOM OF INFORMATION ACT MODULES

The City Council authorized the City Manager or his designee to execute an Agreement with Granicus, LLC., of St. Paul, Minnesota, for the use of the Peak Agenda Management, Rental Activity Monitoring, Cloud Communications, and the Freedom of Information Act (FOIA) modules in the amount not-to-exceed $336,480 for three years.

18. ACCEPTANCE FOR GRANT FROM CALIFORNIA HIGHWAY PATROL FOR THE CANNABIS TAX FUND GRANT PROGRAM FISCAL YEAR 2023-24 FOR THE AMOUNT OF $256,936.

The City Council previously approved the Police Department application and acceptance of the CHP Cannabis Tax Fund Grant in the amount of $291,250, however the Department was not awarded the full asking amount. The amount

awarded by the Grant Program is $256,936. The City Council authorized the City Manager or his designee to execute all documents necessary to accept the 12-month grant in the amount of $256,936.

19. AN AMENDMENT TO THE AGREEMENT WITH CENTRALSQUARE TECHNOLOGIES, LLC., FOR 911 DISPATCH SYSTEM

The City Council authorized the City Manager or his designee to execute an Amendment to the current Agreement with CentralSquare Technologies, LLC., of Lake Mary, Florida, to include the Rehosting Services for the Computer-Aided Dispatch (CAD), used by the Police and Fire Department in the amount not-to-exceed $742,765.

20. AMERICORPS STATE COMPETITVE CONTINUATION GRANT FOR 2023-24

The City Council authorized the City Manager or designee to execute grant documents and accept a $368,000 AmeriCorps Competitive Continuation Grant for October 2023 through September 2024 to fund the Ontario Promise Corps Project.

21. AN ORDINANCE AMENDING CHAPTER 33 OF TITLE 5 OF VOLUME 1 TO THE ONTARIO MUNICIPAL CODE, AMENDING THE PUBLIC ART PROGRAM, RENAMING THE PUBLIC ART ADVISORY COMMITTEE TO THE PUBLIC ART ADVISORY COMMISSION, ADDING REGULATIONS FOR PUBLIC ART FUNDED BY CITY FUNDS ON CITY PROJECTS, AND FINDING THE ACTION EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The City Council considered and adopted an Ordinance amending the Public Art Program, renaming the Public Art Advisory Committee to the Public Art Advisory Commission, adding regulations for public art funded by City funds on City projects, and finding the action exempt from CEQA. Introduction and first reading took place at a regular meeting on July 18, 2023.

ORDINANCE NO. 3256 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING CHAPTER 33 TO TITLE 5 OF VOLUME I TO THE ONTARIO MUNICIPAL CODE, AMENDING THE PUBLIC ART PROGRAM, RENAMING THE PUBLIC ART ADVISORY COMMITTEE TO THE PUBLIC ART ADVISORY COMMISSION, ADDING REGULATIONS FOR PUBLIC ART FUNDED BY CITY FUNDS ON CITY PROJECTS AND FINDING THE ACTION EXEMPT FROM CEQA.

22. A RESOLUTION SETTING COMPENSATION FOR THE VOTING MEMBERS OF THE PUBLIC ART ADVISORY COMMISSION

The City Council adopted a Resolution setting the compensation amount for the voting members of the Public Art Advisory Commission.

RESOLUTION NO. 2023-127 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, SETTING COMPENSATION OF VOTING MEMBERS OF THE PUBLIC ART PROGRAM ADVISORY COMMISSION AND ARTIST SELECTION PANELS.

23. A PLANNED UNIT DEVELOPMENT (FILE NO. PUD22-002) FOR A 0.79-ACRE PARCEL OF LAND LOCATED AT THE NORTHEAST CORNER OF LAUREL AVENUE AND D STREET

The City Council considered and adopted an Ordinance approving File No. PUD22-002, the Laurel Avenue Townhomes Planned Unit Development, establishing development standards and design guidelines to facilitate a residential development located at the northeast corner of Laurel Avenue and D Street. Introduction and first reading took place at a regular meeting on July 18, 2023.

ORDINANCE NO. 3257 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PUD22-002, A PLANNED UNIT DEVELOPMENT TO ESTABLISH DEVELOPMENT AND PERFORMANCE STANDARDS AND DESIGN GUIDELINES FOR 0.79-ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF LAUREL AVENUE AND D STREET WITHIN THE LUA-1 (EUCLID AVENUE ENTERTAINMENT) OF THE MU-1 (DOWNTOWN MIXED USE) ZONING DISTRICT AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1048-354-12 AND 1048-354-13.

24. AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT (FILE NO. PDA21-008) BETWEEN THE CITY OF ONTARIO AND JH BRAY, LLC AND HCW LATHROP INVESTORS, LLC

The City Council considered and adopted an Ordinance approving a Development Agreement (File No. PDA21-008) between the City of Ontario and JH Bray, LLC and HCW Lathrop Investors, LLC. Introduction and first reading took place at a regular meeting on July 18, 2023.

ORDINANCE NO. 3258 AN ORDINANCE OF THE CITY COUNCIL OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA21-008, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND JB BRAY, LLC, AND HCW LATHROP INVESTORS, LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE TRACT MAP 20452 (FILE NO. PMTT21-017), A 19.1 ACRE PROPERTY LOCATED APPROXIMATELY 1,300 SOUTH OF THE INTERSECTION OF RIVERSIDE DRIVE AND HAVEN AVENUE, WITHIN THE PLANNING AREA 3 LAND USE DISTRICT OF THE WEST HAVEN SPECIFIC PLAN (FILE NO. PSP03-006), AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-151-10.

25. A REIMBURSEMENT AGREEMENT FOR SEWER IMPROVEMENTS BETWEEN THE CITY OF ONTARIO AND HDC CONSTRUCTION, INC.

The City Council adopted a Resolution approving a Reimbursement Agreement (Agreement) between the City of Ontario (City) and HDC Construction, Inc. (Developer), and authorized the City Manager or designee to execute the Agreement and all other documents required for implementation of the Agreement.

RESOLUTION NO. 2023-128 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING A REIMBURSEMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND HDC CONSTRUCTION, INC, FOR COSTS ASSOCIATED WITH THE CONSTRUCTION OF VARIOUS PUBLIC IMPROVEMENTS RELATING TO STORM DRAINAGE, SIDEWALKS, STREETS, AND PIPING, DRY UTILITIES, AND DOMESTIC WATER AND SEWER SERVICE ON OR NEAR PROPERTY LOCATED AT 902 EAST ONTARIO BOULEVARD.

26. A COST SHARING AGREEMENT WITH CHAFFEY JOINT UNION HIGH SCHOOL DISTRICT FOR SCHOOL RESOURCE OFFICERS

The City Council approved and authorized the City Manager or designee to execute a one-year Cost Sharing Agreement with the Cha□ey Joint Union High School District for three School Resource O□cers in the amount of $255,000.

27. APPROVAL OF A LOAN AGREEMENT BETWEEN CITY AND 221 N MOUNTAIN AVENUE LLC

The City Council approved and authorized the City Manager to execute, and amend if needed, a Loan Agreement between the City and 221 N Mountain Avenue LLC as part of the Sewer Connection Fee Reimbursement Pilot Program in the amount of $296,400.

28. AUTHORIZATION FOR CITY MANAGER TO ACT ON BEHALF OF ALL CITY AND ONTARIO HOUSING AUTHORITY-OWNED PROPERTIES

The City Council authorized the City Manager or his designee to act on behalf of City and Ontario Housing Authority-owned properties on matters related to the reestablishment of the Downtown Ontario Community Benefit District.

29. DESIGNATION OF VOTING DELEGATES FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE GENERAL ASSEMBLY MEETING

The City Council designated Mayor pro Tem Debra Dorst-Porada as the City's voting delegate and Mayor Paul Leon as an alternate for the League of California Cities Annual Conference General Assembly scheduled for September 22, 2023.

PUBLIC HEARINGS

30. A PUBLIC HEARING TO CONSIDER ADOPTING A RESOLUTION OF NECESSITY TO ACQUIRE BY EMINENT DOMAIN PERMANENT EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT INTERESTS IN PORTIONS OF REAL PROPERTY FOR THE GROVE AVENUE AND HOLT BOULEVARD INTERSECTION WIDENING PROJECT

The City Council conducted a public hearing and:

A. Adopted a Resolution of Necessity for the Grove Avenue and Holt Boulevard Intersection Widening Project and provided each party with an interest in the a□ected properties, their attorneys or representatives an opportunity to be heard on the issues relevant to the Resolution of Necessity;
B. Made the following findings as hereinafter described in this report:
   a. The public interest and necessity required the proposed project;
   b. The project was planned or located in a manner that will be most compatible with the greatest public good and the least private injury;
   c. The real property to be acquired is necessary for the project; and
   d. The offers of just compensation have been made to the property owners; and
C. Adopted a Resolution of Necessity declaring that the acquisition by eminent domain of permanent easement and temporary construction easement interests in portions of certain real property, more particularly described as Assessor Parcel Numbers 0110-061-10, 0110-061-21, 0110-061-24, 0110-061-25, 0110-061-30, 0110-061-31, 0110-131-20, 1048-472-15, 1048-472-22, 1048-472-24, 1048-472-25, 1049-141-24, 1049-141-25, 1049-141-30 and 1049-141-31 (collectively, the "Property"), is necessary for the construction of the Grove Avenue and Holt Boulevard Intersection Widening Project, in Ontario, California

RESOLUTION NO. 2023-129 A RESOLUTION OF NECESSITY OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, TO ACQUIRE BY EMINENT DOMAIN PERMANENT EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT INTERESTS IN PORTIONS OF CERTAIN REAL PROPERTY FOR THE GROVE AVENUE AND HOLT BOULEVARD INTERSECTION WIDENING PROJECT IN THE CITY OF ONTARIO.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There was one written communication from Palmieri, Hennessey & Leifer, LLP in opposition.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Valencia and carried by a unanimous vote 4-0, with Council Member Bowman absent, to adopt Resolution No. 2023-129.

31. A PUBLIC HEARING TO CONSIDER ADOPTING A RESOLUTION OF NECESSITY FOR THE ACQUISITION BY EMINENT DOMAIN OF A FEE SIMPLE INTEREST IN CERTAIN REAL PROPERTY LOCATED AT 1522 WEST MISSION BOULEVARD

The City Council conducted a public hearing and adopted a Resolution of Necessity declaring that the acquisition by eminent domain of a fee simple interest in certain real property located at 1522 West Mission Boulevard, more particularly described as Assessor Parcel No. 1011-221-19 (the Property), is necessary for the City of Ontario's intermediate Continuum of Care - Access Center Project (the Project).

RESOLUTION NO. 2023-130 A RESOLUTION OF NECESSITY OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, FOR THE ACQUISITION BY EMINENT DOMAIN OF A FEE SIMPLE INTEREST IN CERTAIN REAL PROPERTY LOCATED AT 1522 WEST MISSION BOULEVARD, ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS ASSESSOR PARCEL NO. 1011-221-19, FOR THE CONTINUUM OF CARE - ACCESS CENTER.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There was one written communication from Palmieri, Hennessey & Leifer, LLP in opposition.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Valencia and carried by a unanimous vote 4-0, with Council Member Bowman absent, to adopt Resolution No. 2023-130.

32. A PUBLIC HEARING TO CONSIDER ADOPTING A RESOLUTION OF NECESSITY FOR THE ACQUISITION BY EMINENT DOMAIN OF A FEE SIMPLE INTEREST IN CERTAIN REAL PROPERTY LOCATED AT 325 NORTH MOUNTAIN AVENUE

The City Council conducted a public hearing and adopted a Resolution of Necessity declaring that the acquisition of a fee simple interest in certain real property located at 325 North Mountain Avenue, more particularly described as Assessor Parcel No. 1010-521-26 (the Property), is necessary for the development of Affordable Housing (the Project).

RESOLUTION NO. 2023-131 A RESOLUTION OF NECESSITY OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, FOR THE ACQUISITION BY

EMINENT DOMAIN OF A FEE SIMPLE INTEREST IN CERTAIN REAL PROPERTY LOCATED AT 325 NORTH MOUNTAIN AVENUE, IN ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA, MORE PARTICULARLY DESCRIBED AS APN: 1010-521-26, FOR AFFORDABLE HOUSING.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were no written communications.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Wapner and carried by a unanimous vote 4-0, with Council Member Bowman absent, to adopt Resolution No. 2023-131.

33. A RESOLUTION TO ESTABLISH A FEE FOR CITY-OWNED ELECTRIC VEHICLE CHARGING STATIONS

The City Council adopted a Resolution to establish an electric vehicle charging rate for City-owned electric vehicle charging stations of $0.39/kWh per hour. Further, the City Council adopted by that same Resolution a $1 per minute fine, after a 30-minute grace period, for vehicles parked in electric vehicle charging stations when not actively charging.

RESOLUTION NO. 2023-132 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING RESOLUTION 2023-043 A CITYWIDE FEE SCHEDULE, TO ADD A FEE FOR CITY-OWNED ELECTRIC VEHICLE CHARGING STATIONS.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were no written communications.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item.

Stephanie Martinez, spoke in opposition of a grace period.

Hearing no one else, Mayor Leon closed the public hearing and opened the item for Council discussion. City Council contemplated the fees and decided to move forward with Staff's recommendation.

MOTION: Moved by Council Member Wapner seconded by Mayor pro Tem Dorst-Porada and carried by a unanimous vote 4-0, with Council Member Bowman absent, to adopt Resolution No. 2023-132.

34. A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION TO VACATE TWO EASEMENTS FOR STORM DRAIN AND PUBLIC UTILITY PURPOSES

The City Council conducted a public hearing to adopt a Resolution to vacate two easements for storm drain and public utility purposes located at the northeast corner of Mill Creek Avenue and Chino Avenue and on Mill Creek Avenue approximately 330 feet south of Chino Avenue.

RESOLUTION NO. 2023-133 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE GENERAL VACATION OF TWO EASEMENTS FOR STORM DRAIN AND PUBLIC UTILITY PURPOSES LOCATED AT THE NORTHEAST CORNER OF MILL CREEK AVENUE AND CHINO AVENUE AND ON MILL CREEK AVENUE APPROXIMATELY 330 FEET SOUTH OF CHINO AVENUE.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were no written communications.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Mayor Leon and carried by a unanimous vote 4-0, with Council Member Bowman absent, to adopt Resolution No. 2023-133.

ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

35. AWARD A CONSTRUCTION CONTRACT FOR THE CONSTRUCTION OF FIRE STATION NO. 1

The City Council took the following actions:

A. Held a public hearing on the responsibility of the lowest bidder, Horizons Construction Company International, Inc. (Horizons), in light of Horizon's bid for D&C21-001 Fire Station No. 1;
B. Determined Horizons was not responsible bidder for this project;
C. Authorized the City Manager to complete and execute Construction Contract D&C21-001 Fire Station No. 1 with RC Construction Services, Inc., the lowest responsible bidder for the construction of Fire Station No. 1;
D. Authorized a 15% contingency to address any unforeseen issues that may arise during the construction; and
E. Authorized the City Manager or his designee to execute all the documents required for the completion of the project including, but not limited to, contracts, agreements, assessments, easements, reduction of retention accounts, and filing a notice of completion at the conclusion of all construction related activities.

There were no written communications. City Attorney Duran presented Staff's reasons for rejection. Mayor Leon inquired if anyone was interested in speaking to the item.

Hatem Ibrahim, a representative of Horizons, presented his case to the City Council.

Hearing no one else, Mayor Leon and Council discussed the matter and reached a consensus.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Valencia and carried by a unanimous vote 4-0, with Council Member Bowman absent, to reject Horizons bid and award the construction contract to RC Construction Services, Inc.

36. INTRODUCTION OF AN ORDINANCE ANNUALLY ADOPTING A MILITARY EQUIPMENT USE POLICY PURSUANT TO GOVERNMENT CODE SECTIONS 7070, ET. SEQ.

The City Council introduced and waived further reading of an Ordinance annually adopting the Military Equipment Use Policy and approving the itemized military grade equipment currently in possession of the Ontario Police Department.

ORDINANCE NO. 3259 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING A MILITARY EQUIPMENT USE POLICY PURSUANT TO GOVERNMENT CODE §§ 7070, ET. SEQ.

There were no written communications. Mayor Leon inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon opened the item for Council discussion.

MOTION: Moved by Mayor pro Tem Dorst-Porada seconded by Council Member Valencia and carried by a 4-0 vote, with Council Member Bowman absent, to introduce Ordinance No. 3259.

37. APPROVAL OF AMENDMENTS TO THE COMPENSATION AND BENEFIT PROFILES FOR EXECUTIVE MANAGEMENT EMPLOYEES AND ADOPTION OF A RESOLUTION REGARDING SALARIES FOR APPOINTIVE EXECUTIVE POSITIONS

The City Council approved and authorized the City Manager to execute amendments to the Compensation and Benefit Profiles, regarding wages, hours and other terms and conditions of employment for unrepresented employees in the Executive Management employee group; adopted a Resolution setting salaries for appointive executive positions; and authorized the City Manager to make non-substantive revisions which may be necessary to implement the profile.

RESOLUTION NO. 2023-134 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, TO APPROVE THE SALARY RANGES FOR APPOINTIVE POSITIONS OF CITY MANAGER, FIRE CHIEF, AND POLICE CHIEF.

There were no written communications. Mayor Leon inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon opened the item for Council discussion.

City Attorney Duran announced the following amendments from Closed Session to the Resolution. City Manager's total compensation was to increase as follows: year one 9.5%, year two 9.5%, and year three 6.5%, for a for total salary of $31,062.65 effective August 13, 2023, $31,722.49 effective July, 2024, and $34,084.80 effective July 2025.

For the Fire Chief, the salary changes were as follows, EX8 $27,844.27 effective August 13, 2023, and EX8 effective August 13, 2024.

For the Police Chief, the salary changes were as follows, EX10 $28,979.60 effective August 13, 2023, and EX10 effective August 13, 2024.

Council commended City Manager Ochoa for the great work he has done with the City of Ontario and noted they hoped he would stay for many more years.

City Manger Ochoa expressed gratitude to the City Council and staff.

MOTION: Moved by Mayor Leon seconded by Council Member Valencia and carried by a 4-0 vote, with Council Member Bowman absent, to adopt Resolution No. 2023-134.

38. MEMORANDUM OF UNDERSTANDING WITH RANCHO BASEBALL, LLC

The City Council authorized the City Manager, or designee, to execute a binding Memorandum of Understanding Regarding Baseball Development and Proposed Lease with Rancho Baseball, LLC, and to negotiate a lease Agreement

There were no written communications. Mayor Leon inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon opened the item for Council discussion. City Council had questions and comments pertaining to the terms of the MOU. City Manager Ochoa responded to all questions.

MOTION: Moved by Council Member Wapner seconded by Council Member Valencia and carried by a 4-0 vote, with Council Member Bowman absent, to execute a Memorandum of Understanding regarding Baseball Development and Proposed Lease with Rancho Baseball, LLC.

39. A DESIGN SERVICES AGREEMENT FOR THE ARCHITECTURAL AND ENGINEERING SERVICES WITH POPULOUS, INC. AND AN AMENDMENT TO THE ON-CALL PROJECT MANAGEMENT SERVICES WITH TILDEN-COIL CONSTRUCTORS, INC. FOR CONSTRUCTION MANAGEMENT MULTI-PRIME

SERVICES FOR THE ONTARIO MINOR LEAGUE BASEBALL STADIUM AND PARKING STRUCTURE PROJECT

The City Council took the following actions:

A. Approved and authorized the City Manager or his designee to execute the Design Services Agreement (on file in the Records Management Department) with Populous Inc., of Los Angeles, California, to provide architectural and engineering services for the Ontario Minor League Baseball Stadium and Parking Structure Project for a total not-to-exceed contract amount of $6,787,635; and
B. Approved and authorized the City Manager or his designee to execute Amendment No. 1 to the Professional Services Agreement (on file in the Records Management Department) with Tilden-Coil Constructors, Inc., of Riverside, California, to provide construction management multi-prime services for the Ontario Minor League Baseball Stadium and Parking Structure Project for a total not-to-exceed contract amount of $3,539,000.

There were no written communications. Mayor Leon inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon opened the item for Council discussion.

MOTION: Moved by Council Member Wapner seconded by Council Member Valencia and carried by a 4-0 vote, with Council Member Bowman absent, to execute an agreement with Populous Inc. and Amendment No. 1 to the Professional Services Agreement with Tilden-Coil Constructors, Inc.

STAFF MATTERS

City Manager Ochoa made no comments.

COUNCIL MATTERS

Mayor Leon spoke about the natural disasters that occurred in Maui, Hawaii and announced community events.

Council Member Wapner made no comments.

Mayor pro Tem Dorst-Porada spoke on the rental inspection list and thanked Staff for their hard work.

Council Member Valencia spoke of the natural disaster that occurred in Maui, Hawaii.

ADJOURNMENT

Mayor Leon adjourned the meetings of the Joint Agencies at 8:54 p.m. and announced the next regular meeting was scheduled for September 5, 2023.

Respectfully submitted,

_____
SHEILA MAUTZ, CITY CLERK/SECRETARY

APPROVED:

_____
PAUL S. LEON, MAYOR/CHAIRMAN

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Fire Department Prepared By: Janny Phan Staff Member Presenting: Ray Gayk, Fire Chief Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 3

SUBJECT: AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH JSB FIRE PROTECTION, LLC. FOR FIRE CODE PLAN REVIEW SERVICES

RECOMMENDATION: That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 1 to the Professional Services Agreement (on file in the Records Management Department) with JSB Fire Protection, LLC., of Downey, California, for a two year term extension for a new end term of June 30, 2027 and an increase to the existing Agreement by $30,000 annually, for a total not-to-exceed amount of $1,960,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: Proposed Amendment No. 1 to JSB Fire Protection, LLC. will increase the existing Agreement by $30,000 annually for a total revised Agreement not-to-exceed amount of $1,960,000. The Fiscal Year 2023-24 Adopted Budget includes appropriations in the General Fund for the fire code plan review services. Future appropriations will be budgeted.

BACKGROUND & ANALYSIS: The Fire Prevention Bureau has utilized the services of JSB Fire Protection, LLC. (JSB), a licensed Fire Protection Engineer, for over 20 years. JSB is a recognized expert in the field of fire prevention and provides an unparalleled resource for high-end fire protection analysis, hazardous materials requirements, and plan review. JSB's understanding of the Fire Prevention Bureau's immediate needs and practices increases the likelihood of greater efficiency and success.

On June 2, 2020, the City Council approved an Agreement with JSB. for fire plan code review services. Since then, JSB is requesting an increase to its hourly rates and Staff recommends entering into Amendment No. 1 to increase the compensation by $30,000 annually for a total not-to-exceed contract amount of $1,960,000 for the term of the Agreement. Additionally, Staff recommends a two year term extension for a new end term of June 30, 2027.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Engineering Prepared By: Jaime Maciel-Carrera Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 4

SUBJECT: A RESOLUTION ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FISCAL YEARS 2024-25 TO 2028-29

RECOMMENDATION: That the City Council consider and adopt a Resolution approving the Fiscal Year 2024-25 through Fiscal Year 2028-29 Measure I Five-Year Capital Project Needs Analysis (CPNA) and authorize the City Manager to approve changes to the plan as may be required by the City and/or San Bernardino County Transportation Authority (SBCTA).

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: There is not a direct fiscal impact associated with this action. The CPNA is a tool to assist the SBCTA Board of Directors and Staff in programming available and projected Measure I Fund revenues. The CPNA is not a budget commitment. The individual projects listed in the CPNA are either currently identified in the City of Ontario Capital Improvement Program (CIP) Budget or will be identified in the CIP at the time that the local fund share is needed and approved by the City Council.

BACKGROUND & ANALYSIS: San Bernardino County voters approved passage of the 2010 through 2040, a thirty-year Measure I program in November 2004, authorizing San Bernardino Associated Governments, now SBCTA, to impose a one-half percent sales tax on retail transactions and use tax in the incorporated and unincorporated territories of the County of San Bernardino. Revenue from the tax can only be used for transportation improvements and traffic management programs authorized in the 2010-2040 Measure I Expenditure Plan set forth in Ordinance No. 04-1 of the Authority. The Expenditure Plan for the San Bernardino Valley Subarea, of which Ontario is a part, requires that Measure I revenue be applied to the following programs:

Freeways	29%
Freeway Interchanges	11%

Major Streets	20%
Local Streets (per capita pass through)	20%
Metrolink/Passenger Rail	8%
Senior/Disabled Transit Service	8%
Express Bus/Bus Rapid Transit Service	2%
Traffic Management Systems	2%

The 2010-2040 Measure I Strategic Plan requires each local jurisdiction applying for revenue from the Measure I Major Street Arterial sub-program and Valley Freeway Interchange program to annually adopt and update a Five-Year CPNA. The Five-Year CPNA is not a funding commitment by either SBCTA or the City, but a tool to assist SBCTA staff and their Board of Directors in programming available Measure I Fund revenues. The CPNA is not a wish list but a financially constrained, realistic schedule of the projects for which the agency intends to use Measure I dollars. "Financially constrained" means that the required local Development Impact Fee (DIF) match contribution will be available before the project begins or the DIF match requirement has been met by an internal Measure I loan arranged with SBCTA in accordance with the Measure I Strategic Plan.

The Five-Year CPNA covers projects in the Measure I Major Street Arterial sub-program and Valley Freeway Interchange program. This year's Five-Year CPNA includes the following projects: Grove Avenue/Holt Boulevard intersection widening; Mountain Avenue/Holt Boulevard intersection widening; and Etiwanda Avenue/Airport Drive intersection improvements. Also included is one project that will be constructed as part of SBCTA' s I-10 Express Lane Project - the Fourth Street bridge undercrossing improvement. Grade separation projects are not included in the CPNA as they are accounted for in separate agreements.

The CPNA process requires that the City Council approve the CPNA by Resolution. City Staff anticipates that there may need to be changes to the CPNA during the fiscal year. Therefore, Staff is recommending that the City Manager be given the authority to approve changes to the CPNA as requested by SBCTA and/or City Staff, provided the changes do not conflict with the approved budget.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FY2024-25 TO FY2028-29.

WHEREAS, San Bernardino County voters approved passage of Measure I in November 2004, authorizing the San Bernardino County Transportation Authority to impose a one-half of one percent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino; and

WHEREAS, revenue from the tax can only be used for transportation improvement and traffic management programs authorized in the Expenditure Plans set forth in Ordinance No. 04-1 of the Authority; and

WHEREAS, the Strategic Plan requires each local jurisdiction applying for revenue from certain Measure I Programs to annually adopt and update a Five-Year Capital Project Needs Analysis; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Ontario, State of California, that the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/2025 through 2028/2029, attached to this resolution as Exhibit A, is hereby adopted.

The City Clerk of the City of Ontario shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 19th day of September 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held September 19, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held September 19, 2023.

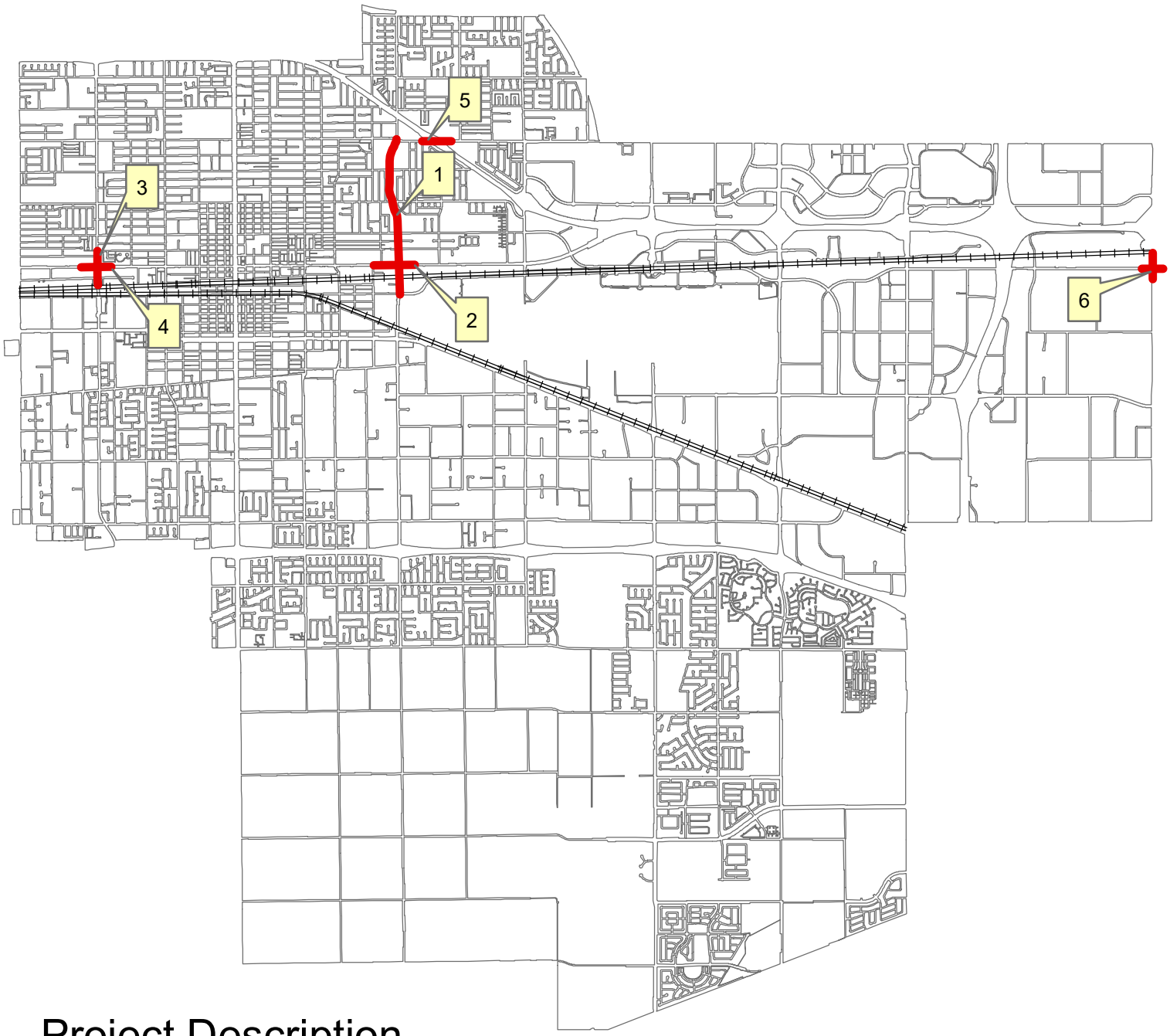
_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

Exhibit A

Five-Year Capital Project Needs Analysis

2024/2025 - 2028/2029



Project Description

1 Widen Grove Ave. from Fourth St. to Airport Dr. from 4 to 6 lanes.

2 Widen Holt Blvd. from 750 ft. west of to 750 ft. east of Grove Ave.from 4 to 6 lanes.

3 Widen Mountain Ave. between Brooks St. and Vesta St. from 4 to 6 lanes.

4 Widen Holt Blvd. from 750 ft. west of to 750 Ft. east of Mountain Ave. from 4 to 6 lanes.

5 Fourth Street Bridge Undercrossing Improvement.

6 Etiwanda Avenue and Airport Drive Intersection Improvements.

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August 24, 2022
By: Johnson Hua
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Maps\Five-Year Capital Project Needs Analysis Grove 2024/2025 - 2028/2029.pdf

Capital Project Needs Analysis

City of Ontario

Valley Arterial Sub-Program

Nexus Project Cost	**$ 32,200,000**
Dev. Loan?	**No**
5-Year Advance?	**No**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Grove Corridor Widening (Fourth St to Airport Dr) and Holt Blvd/Grove Ave Intersection Widening	**PA&ED**								
	Total Cost:	**$60,312.00**							
	Fund Type:	MSI Arterial	$ 5,589.00	$ -	$ -	$ -	$ -	$ -	$ -
		DEMO	$ 50,260.00	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 4,463.00	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Project Description: Widen Grove Ave from I-10 to Holt Blvd from 4 to 6 lanes, Including W. Cuc. Creek Bridge	**PS&E**								
	Total Cost:	**$710,333.00**							
Current Total Project Cost Estimate:	**Fund Type:**	MSI Arterial	$ 315,956.12	$ 78,989.03	$ -	$ -	$ -	$ -	$ -
$6,822,936.76		DEV FEE	$ 252,310.28	$ 63,077.57	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$3,765,608.36	**ROW**								
(Summation of Measure I)	**Total Cost:**	**$1,485,220.00**							
	Fund Type:	MSI Arterial	$ 660,625.86	$ 165,156.46	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 527,550.14	$ 131,887.54	$ -	$ -	$ -	$ -	$ -
Costs include PA&ED of the Grove Corridor project; and PS&E, ROW and CON for the Grove portion of the Holt/Grove intersection project.		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$4,567,071.76**							
	Fund Type:	MSI Arterial	$ 1,269,645.95	$ 1,269,645.95	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 1,013,889.93	$ 1,013,889.93	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis

City of Ontario

Valley Arterial Sub-Program

Nexus Project Cost	**$ 48,817,215**
Dev. Loan?	**No**
5-Year Advance?	**No**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Widen Holt Blvd. from 750 ft. west to 750 ft. east of Grove Ave. from 4 to 6 lanes	**PA&ED**								
	Total Cost:	**$0.00**							
Project Description: Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes	**Fund Type:**	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
	Total Cost:	**$710,333.00**							
$6,762,624.76	**Fund Type:**	MSI Arterial	$ 315,956.12	$ 78,989.03	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 252,310.28	$ 63,077.57	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$3,760,019.36		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$1,485,220.00**							
	Fund Type:	MSI Arterial	$ 660,625.86	$ 165,156.46	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 527,550.14	$ 131,887.54	$ -	$ -	$ -	$ -	$ -
This is a portion of Nexus Project "Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes". Costs include the PS&E, ROW and CON for the Holt portion of the Holt/Grove intersection project.		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$4,567,071.76**							
	Fund Type:	MSI Arterial	$ 1,269,645.95	$ 1,269,645.95	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 1,013,889.93	$ 1,013,889.93	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis

City of Ontario

Valley Arterial Sub-Program

Nexus Project Cost	**$ 7,467,000**
Dev. Loan?	**No**
5-Year Advance?	**No**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Widen Mountain Ave. between Brooks and Vesta Streets from 4 to 6 lanes	**PA&ED**								
	Total Cost:	**$0.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Project Description: Widen Mountain Ave from Sixth Street to s/o Holt Blvd		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
	Total Cost:	**$415,544.50**							
$5,378,354.41	**Fund Type:**	MSI Arterial	$ 231,042.74	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 184,501.76	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$2,990,365.05		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$1,800,661.42**							
	Fund Type:	MSI Arterial	$ 1,001,167.75	$ -	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 799,493.67	$ -	$ -	$ -	$ -	$ -	$ -
This is a portion of Nexus Project "Widen Mountain Ave from Sixth Street to s/o Holt Blvd". Costs include the PS&E, ROW and CON for the Mountain portion of the Holt/Mountain intersection project.		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$3,162,148.49**							
	Fund Type:	MSI Arterial	$ 1,758,154.56	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 1,403,993.93	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis

City of Ontario

Valley Arterial Sub-Program

Nexus Project Cost	**$ 48,817,215**
Dev. Loan?	**No**
5-Year Advance?	**No**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Widen Holt Blvd. from 750 ft. west of to 750 ft. east of Mountain Ave. from 4 to 6 lanes	**PA&ED**								
	Total Cost:	**$0.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Project Description: Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
	Total Cost:	**$415,544.50**							
$5,378,354.41	**Fund Type:**	MSI Arterial	$ 231,042.74	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 184,501.76	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$2,990,365.05		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$1,800,661.42**							
	Fund Type:	MSI Arterial	$ 1,001,167.75	$ -	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 799,493.67	$ -	$ -	$ -	$ -	$ -	$ -
This is a portion of Nexus Project "Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes". Costs include PS&E, ROW and CON for the Holt portion of the Holt/Mountain intersection project.		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$3,162,148.49**							
	Fund Type:	MSI Arterial	$ 1,758,154.56	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 1,403,993.93	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis

City of Ontario
Valley Arterial Sub-Program

Nexus Project Cost	**$ 21,567,000**
Dev. Loan?	**Yes**
5-Year Advance?	**Yes**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Fourth Street Bridge Undercrossing Improvement	**PA&ED**								
Project Description: Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes	**Total Cost:**	**$625,360.00**							
	Fund Type:	MSI Arterial	$ 347,700.00	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 277,660.00	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
$22,336,447.00	**Total Cost:**	**$1,174,037.00**							
	Fund Type:	MSI Arterial	$ 609,970.00	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		DEV FEE	$ 564,067.00	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$11,991,123.00		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	ROW								
	Total Cost:	**$2,090,600.00**							
	Fund Type:	MSI Arterial	$ 1,162,374.00	$ -	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 928,226.00	$ -	$ -	$ -	$ -	$ -	$ -
Loan agreement for $6,383,764 of City DIF share. SBCTA is the lead agency on the project		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$18,446,450.00**							
	Fund Type:	MSI Arterial	$ 9,871,079.00	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 8,575,371.00	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis

City of Ontario

Valley Arterial Sub-Program

Nexus Project Cost	**$ 5,270,000**
Dev. Loan?	**No**
5-Year Advance?	**No**
Public Share:	**55.6%**
Dev. Share:	**44.40%**

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Project Name: Etiwanda Avenue and Airport Drive Intersection Improvements	**PA&ED**								
Project Description: Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Slover	**Total Cost:**	**$0.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
$0.00	**Total Cost:**	**$0.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$1,860,596.00		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$100,000.00**							
	Fund Type:	MSI Arterial	$ 55,600.00	$ -	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 44,400.00	$ -	$ -	$ -	$ -	$ -	$ -
City of Fontana is the lead agency on the project.		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$3,246,396.00**							
	Fund Type:	MSI Arterial	$ 1,579,371.50	$ 225,624.50	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 1,261,225.00	$ 180,175.00	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other: _____	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Philip Marino Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Gina Gomez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 5

SUBJECT: **AN AMENDMENT TO THE DESIGN SERVICES AGREEMENT WITH RJM DESIGN GROUP FOR ON-CALL LANDSCAPE ARCHITECTURAL SERVICES FOR THE ONTARIO SPORTS COMPLEX PROJECT**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute Amendment No. 4 to the Design Services Agreement (on file in the Records Management Department) for contract No. PM 1819-1 with RJM Design Group, of San Juan Capistrano, California, to provide on-call landscape architectural services for the Ontario Sports Complex Project in the amount of $160,000 for a total not-to-exceed contract amount of $425,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The Fiscal Year 2023-24 Adopted Budget includes appropriations in the Capital Projects-Measure Q Fund for the on-call landscape architectural services for the Ontario Sports Complex Project. The recommended Amendment No. 4 will increase the contract amount by $160,000 for a total not-to-exceed contract amount of $425,000, funded by Measure Q.

BACKGROUND & ANALYSIS: On February 7, 2023, the City Council authorized the City Manager to execute Amendment No. 3 to the Design Services Agreement with RJM Design Group with the option to extend the Agreement for two additional years. The proposal for the on-call landscape architectural services from RJM Design Group for the 156-acre Ontario Sports Complex Project is in the amount not-to-exceed $160,000. The proposed Sports Complex project will include areas for soccer fields, baseball tournament areas, softball tournament areas, football fields, tennis/pickleball courts, full and half-court basketball courts, a community center, and an aquatics complex. The professional design services will include investigation/project familiarization, evaluation of existing conditions, and programming/schematic planning.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Tim Masot Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Gina Gomez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 6

SUBJECT: **A CONSTRUCTION CONTRACT WITH CT&T CONCRETE PAVING, INC. FOR AMERICANS WITH DISABILITIES ACT (ADA) CONCRETE RAMP CONSTRUCTION SERVICES**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute a one-year Construction Contract with CT&T Concrete Paving, Inc., of Diamond Bar, California, for ADA Concrete Ramp Construction Services for a not-to-exceed contract amount of $175,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The ADA concrete ramp construction services in the amount of $175,000 will be funded by the Road Maintenance and Rehabilitation Account (RMRA-SB1) Fund. Upon approval, the appropriations from RMRA-SB1 Fund will be included in the Fiscal Year 2023-24 First Quarter Budget Update.

BACKGROUND & ANALYSIS: The Public Works Agency is responsible for the maintenance and installation of ADA ramps citywide. On average, every year, 35 new ADA ramps are installed throughout the City using a construction contract vendor. In July 2023, the City solicited bids for ADA Concrete Ramps Construction Services. Seven bids were received and only three met the minimum bid criteria and standards necessary to perform the scope of work. A summary of the bid results are as follows:

Vendor	Location	Bid Unit Price (Per Ramp)	Total Bid Unit Price
KNC Construction, Inc.	Apple Valley, California	$5,351	$12,966
TVR Construction Engineering	Riverside, California	$6,500	$13,045
High Point Concrete Construction	Victorville, California	$5,700	$13,178

CT&T Concrete Paving, Inc.	Diamond Bar, California	$5,900	$13,583
FS Contractors, Inc.	Sylmar, California	$9,500	$33,738
SNZ Contractors, Inc.	Irvine, California	$240,000	$266,575
Gentry General Engineering	Rancho Cucamonga, California	$285,000	$298,780

KNC Construction, Inc., TVR Construction Engineering, High Point Concrete Construction, and SNZ Contractors, Inc. did not submit bid bonds to the City Clerk's Office prior to the bid closing date, which marks them as non-responsive bidders.

CT&T Concrete Paving, Inc., of Diamond Bar, California, submitted the lowest responsible bid that met all the local and federal required specifications for a unit price of $5,900 per ramp and a total unit price of $13,583 per ramp with the different types of additional services. Additional services would be charged per ramp only when rock curb, Portland Cement Concrete (PCC) curb, or drive approach is removed and replaced. A one-time mobilization cost of $7,000 will be charged for the establishment of construction sites. Based on their credentials, pricing, and favorable reference checks, Staff recommends awarding the Construction Contract to CT&T Concrete Paving, Inc.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Thomas Palmieri Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Michael Sigsbee, Albert G Gastelum Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 7

SUBJECT: **AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH CAPO PROJECTS GROUP, LLC FOR INTEGRATED PROJECT CONTROLS, ASSESSMENT, AND REPORTING SERVICES**

RECOMMENDATION: That the City Council approve and authorize the City Manager, or designee, to execute Amendment No. 3 to the Professional Services Agreement (on file in the Records Management Department) with CAPO Projects Group, LLC, of San Clemente, California, for integrated project controls, assessment, and reporting services for $47,976, for a total not-to-exceed amount of $347,811, and a term extension to September 30, 2024.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: Proposed Amendment No. 3 to Capo Projects Group, LLC, (CAPO) will increase the existing Agreement by $47,976 for a total revised Agreement not-to-exceed amount of $347,811. The Fiscal Year 2023-24 Adopted Capital Improvement Program includes appropriations from the Water and Sewer Capital Fund for these services. The City and CAPO have agreed to fixed billing rates and CAPO will be compensated for completion of the scope of work at the approved billing rates. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City's Water and Sewer Master Plans identify the water production, transmission, distribution, and sewer collection system improvements necessary to serve existing and future residents and businesses of the City. The Water and Sewer Capital Improvement Program (CIP) consists of approximately $28 million for Fiscal Year 2023-24 in engineering and construction work for water main improvements, sewer main improvements, facility retrofits, well facility upgrades and equipping, and the construction of a new water treatment facility. To maintain consistent and accurate reporting of the City's progress of the Water

and Sewer CIP, City Staff needs integrated project controls, assessment, and reporting services.

On October 1, 2019, the City entered into a Professional Services Agreement with CAPO for On-Call Project Management Services after an extensive Request for Proposal selection process. This Agreement has been previously amended two times for integrated project controls, assessment, and reporting services in the amount of $299,835. Amendment No. 3 will extend these services to September 30, 2024, and increase the contract amount by $47,976, for a total not-to-exceed amount of $347,811.

Over the last year, CAPO has worked with City Staff to establish the process and tools to effectively and efficiently plan and administer the CIP. Retaining CAPO for further program management services will assist in delivering these capital projects in a timely and efficient manner and align the City with public water sector capital project management lifecycle best practices.

Staff is recommending approval of Amendment No. 3 to the Professional Services Agreement based upon CAPO's experience, qualifications, familiarity with the Project, and performance in providing integrated project controls, assessment, and reporting services.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Manuel Rebolledo Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 8

SUBJECT: AUTHORIZE A SOLE SOURCE PURCHASE OF FIRE APPARATUS AND APPROVE A GOODS AND SERVICES AGREEMENT WITH FIRE APPARATUS SOLUTIONS

RECOMMENDATION: That the City Council take the following actions:

A. Approve Fire Apparatus Solutions (FAS), of Rialto, California as the sole source provider for current and future procurements of Kovatch Mobile Equipment (KME) fire apparatus and fire equipment parts and services associated with the routine maintenance and repair of fire equipment;
B. Authorize the sole source purchase and delivery of two (2) KME Fire Pumpers in the amount of $2,524,000 and one (1) KME Fire Aerial Tractor in the amount of $2,351,000 from FAS for a total not-to-exceed amount $4,875,000; and
C. Authorize the City Manager or his designee to execute a three-year Goods and Services Agreement (on file in the Records Management Department) with FAS for an annual cost of $300,000 for a total not-to-exceed contract amount of $900,000 and authorize the City Manager or his designee to extend the agreement for one (1) additional two-year term.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Operate in a Businesslike Manner

FISCAL IMPACT: The Fiscal Year 2023-24 Adopted Budget includes appropriations in the Equipment Services Fund for the purchase of fire apparatus and a Goods and Services Agreement with FAS. The total not-to-exceed cost of the vehicles recommended for purchase is $4,875,000. The cost of the recommended Agreement with FAS is $300,000 per year for a total not-to-exceed contract amount of $900,000. Exercising the optional two-year term will increase the contract amount by $600,000 for a new total not-to-exceed amount of $1,500,000.

BACKGROUND & ANALYSIS: The vehicles recommended for replacement have outlived their useful life and are no longer cost effective to maintain. They are scheduled for replacement pursuant to ongoing efforts to reduce expenses, maximize useful life expectancy, and extend replacement cycles of fleet equipment, while ensuring safe and reliable operations. This procurement action will

result in the replaced vehicles being available to surplus, with any auction sale proceeds returning to the Equipment Service Fund.

On June 1, 2021, the City Council approved KME, of Fontana, California as a sole source vendor for fire apparatus. On April 2, 2023, Fire Apparatus Solutions became the only authorized KME Dealership in the State of California.

On September 17, 2019, the City Council approved FAS as an authorized vendor to provide parts and maintenance services of fire apparatus. The size of the City's Fire fleet has grown significantly since 2019 which necessitates the continued authorization of FAS as an approved vendor to improve the efficiency of getting fire vehicles repaired and ready to serve the community.

Fleet Services and Fire Department staff evaluated several factors in considering the recommendation to award a sole source contract to FAS including location of a service center, warranty and support services, quality and reliability of their pumpers, and training needs. FAS also provides the City with services such as annual pump testing, aerial certifications, warranty repairs, body repair and fabrication, and routine maintenance.

QUANTITY	TYPE	DEPARTMENT	PRICE
2	KME Fire Pumper	Fire	$2,524,000
1	KME Fire Aerial Tractor	Fire	$2,351,000
TOTAL			**TOTAL**
3			$4,875,000

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Cynthia Heredia-Torres Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 9

SUBJECT: **A CONSTRUCTION CONTRACT WITH FLEMING ENVIRONMENTAL, INC. AND AN AMENDMENT TO THE ON-CALL DESIGN SERVICES AGREEMENT WITH ROBERT BORDERS AND ASSOCIATES FOR THE SAM ALBA PARK RESTROOM RENOVATION PROJECT**

RECOMMENDATION: That the City Council take the following actions:

A. Reject bids from KNC Construction, Inc., HZS Engineering and Construction, and Wakeco, Inc. for the Sam Alba Park Restroom Renovation Project as being non-responsive;
B. Authorize the City Manager or his designee to complete and execute Construction Contract No. D&C20-017 (on file with the Records Management Department) with Fleming Environmental, Inc., of Fullerton, California, for the Sam Alba Park Restroom Renovation Project in the amount of $642,687 plus a 7% contingency of $44,989 to address any unforeseen issues that may arise during construction for a total contract not-to-exceed amount of $687,676;
C. Authorize the City Manager or his designee to complete and execute Amendment No. 17 to the On-Call Design Services Agreement with Robert Borders and Associates (Robert Borders), of Costa Mesa, California, for the Sam Alba Park Restroom Renovation Project in the amount of $12,373; and
D. Authorize the City Manager or his designee to execute all documents required for the completion of the project including, but not limited to, contracts, agreements, assessments, easements, reduction of retention accounts, and filing a notice of completion at the conclusion of all construction related activities.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The Fiscal Year 2023-24 Adopted Budget includes appropriations in the Community Development Block Grant (CDBG) Fund for the Sam Alba Park Restroom Renovation Project. The combined total cost of all recommended actions is $700,049.

Fleming Environmental, Inc.

The recommended Contract award to Fleming Environmental, Inc. is for $642,687 plus a 7% contingency of $44,989, for a total not-to-exceed amount of $687,676.

Robert Borders and Associates

The proposed Amendment to the On-Call Design Services Agreement with Robert Borders will increase the contract amount by $12,373 for a total not-to-exceed contract amount of $582,539. The total contract amount of $582,539 includes On-Call work performed for various citywide projects.

BACKGROUND & ANALYSIS: The City receives an annual allocation from the CDBG program. The CDBG program is federal funding, administered by the U.S. Department of Housing and Urban Development. CDBG funds can be used by local jurisdictions to support programs that benefit low and moderate-income areas and people, including infrastructure, community facilities and parks, and public services.

Approximately 500 square feet of the existing Sam Alba Park Restroom will be demolished and a new pre-fabricated restroom with one men's and one women's stall will be installed to meet the Americans with Disabilities Act (ADA) access, improve infrastructure, and provide improved security monitoring for the Ontario Police Department.

Fleming Environmental, Inc.

The work under this project will consist of demolishing the existing 223 square foot restroom & storage structure and replaced with a new 389 square foot prefabricated restroom & storage structure. The existing utilities will be relocated and/or upgraded as needed for the revised locations and the new pad will be prepared for the installation of the prefabricated structure.

On August 8, 2023, five bids were received for the D&C20-017- Sam Alba Park Restroom Renovation Project through the City's electronic bid management system in response to Bid No. 1673. The bids are summarized below.

BIDDER	LOCATION	AMOUNT
KNC Construction, Inc.	Apple Valley, CA	$539,000
HZS Engineering and Construction	Fullerton, CA	$575,000
Wakeco, Inc.	Temecula, CA	$627,000
Fleming Environmental, Inc.	Glendale, CA	$642,687
JA Urban, Inc.	Monrovia, CA	$668,818

KNC Construction, Inc., HZS Engineering and Construction, and Wakeco, Inc. all failed to submit the required CDBG forms, which deemed their bid incomplete in accordance with the project specifications, rendering them non-responsive.

Staff recommends the City Council reject the bids submitted by KNC Construction, Inc., HZS Engineering and Construction, and Wakeco, Inc. as non-responsive and award the contract to Fleming Environmental, Inc., the lowest responsible bidder submitting a responsive bid. The Sam Alba Park Restroom Renovation Project has an estimated completion date of June 2024.

Robert Borders and Associates

On June 20, 2023 City Council approved Amendment No. 14 to the On-Call Design Services Agreement with Robert Borders for the Sam Alba Restroom Renovation Project. Due to project scope changes and construction bid support services needed, additional funding is required for the Architectural Services to complete the project. The requested increases in the contract will enable the City to move forward and complete this project.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Public Works Prepared By: Tim Masot Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Gina Gomez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 10

SUBJECT: **AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT WITH RED HAWK SERVICES, INC. FOR ON-CALL FENCE REPAIR AND INSTALLATION FOR LATIMER BALLFIELD AND PUBLIC WORKS CITY YARD**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute Amendment No. 1 to the Maintenance Services Agreement (on file with the Records Management Department) for Contract No. PM 2023-3 with Red Hawk Services, Inc., of Perris, California, to provide fence repair and installation for the Latimer Ballfield and Public Works City Yard in the amount of $329,823 for a total contract not-to-exceed amount of $479,823.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The recommended Amendment No. 1 will increase the contract amount by $329,823 for a total contract amount not-to-exceed $479,823. The cost of the Latimer Ballfield fence replacement is $307,556, funded by Measure Q, and the cost of the Public Works City Yard fence installation is $22,266, funded by the Water Capital Fund. The Fiscal Year 2023-24 Adopted Budget includes appropriations in the Capital Projects-Measure Q Fund and the Water Capital Fund for these projects.

BACKGROUND & ANALYSIS: The Public Works Agency is responsible for the maintenance and repairs of fencing citywide. The vendor will be on an as-needed basis for on-going maintenance and repairs and will be compensated for their services based on the fee structures and material billing rates set forth in the respective three-year maintenance agreements.

On May 12, 2023, the City solicited bids for Contract No. PM 2023-3 for on-call Fence Repair and Installation. Three (3) bids were received and met the bid criteria and standards necessary to perform this work. The proposed base cost ranged from $55,362 to $272,852.

Vendor	Location	Amount
Red Hawk Services, Inc.	Perris, CA	$55,362
Golden Bay Fence	Inglewood, CA	$133,267
Quality Fencing Co., Inc.	Paramount, CA	$140,579
Ferreira Construction Co., Inc.	Rancho Cucamonga, CA	$272,852

Red Hawk Services, Inc., of Perris, California, submitted the lowest responsible bid that met all the local and federal required specifications for a unit price of $55,362. Based on their credentials, pricing, and favorable reference checks, Staff recommends awarding the contract to Red Hawk Services, Inc.

The original On-Call Contract with Red Hawk Services, Inc., for fence repair and installation for city-wide repairs was $150,000. Staff is proposing to amend the Contract for a one-time Capital Improvement Project for the Latimer Field Fence Replacement in the amount of $307,556 because the existing fence has deteriorated and is in need of replacement. Additionally, there is a one-time cost for Public Works City Yard for the Utilities Department in the amount of $22,266 for security fence modifications, bringing the total contract amount not-to-exceed $479,823.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Courtney Jones Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Michael Sigsbee, Albert G Gastelum Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 11

SUBJECT: **AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH STOEL RIVES LLP FOR LEGAL AND TECHNICAL SERVICES PERTAINING TO WATER MATTERS**

RECOMMENDATION: That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 2 to the Professional Services Agreement (on file in the Records Management Department) with Stoel Rives LLP, of Sacramento, California, in the amount of $225,000 for Fiscal Year 2023-24 and $100,000, for Fiscal Year 2024-25, for a new total not-to-exceed amount of $714,000, and extend the term until June 30, 2025, for legal and technical services with respect to matters relating to water supply and water rights.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The proposed Amendment No. 2 to Stoel Rives LLP, (Stoel Rives) increases the existing Agreement amount by $225,000 for Fiscal Year 2023-24, and $100,000 for Fiscal Year 2024-25, for a total revised Agreement not-to-exceed amount of $714,000.

The Fiscal Year 2023-24 Adopted Operating Budget includes appropriations from the Water Operating Fund to cover the cost for legal matters. Appropriations in the amount of $100,000 will be requested in the Fiscal Year 2024-25 proposed annual operating budget to be approved by City Council. The City and Stoel Rives have agreed to the fixed billing rates and Stoel Rives will be compensated for completion of the scope of work at the approved billing rates. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City has historically used Nossaman LLP, for legal and technical representation concerning water supply and water rights matters. During the November 16, 2021, City Council closed session meeting, Staff presented on multiple legal matters including a water financial assessment related challenge as potential litigation. City Council approved legal action on

this matter. Due to a conflict of interest on this specific water financial assessments related matter, Nossaman LLP, is prohibited from representing the City.

The City entered into an Agreement with Stoel Rives for legal representation in March of 2022. In September of 2022, City Council approved Amendment No. 1 to increase the amount by $365,000, from $24,000 to a total not-to-exceed amount of $389,000 and extend the term until June 30, 2024. Proposed Amendment No. 2 will increase the Agreement amount by $225,000 for Fiscal Year 2023-24, and $100,000 for Fiscal Year 2024-25, for a total not-to-exceed amount of $714,000, and extend the term through June 30, 2025.

Proposed Amendment No. 2 will ensure service continuity in dealing with critical matters to preserve and manage Ontario's utility resources and services to the community. Continuity of legal and technical services is critical in bringing legal water matters to a conclusion. Any additional legal expenses will be brought to the City Council for review and approval on an as-needed basis.

The City selected Stoel Rives based on their expertise in adjudicated groundwater basins, ability to meet the City's timeframe requirements to file a challenge under the Chino Basin Watermaster Judgment, and following a determination that they could represent Ontario without the potential of any conflicts of interest.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Police Department Prepared By: Matthew Hernandez Staff Member Presenting: Mike Lorenz, Chief of Police Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 12

SUBJECT: AUTHORIZE A SOLE SOURCE PURCHASE OF AN INTEGRATED BALLISTIC IDENTIFICATION SYSTEM (IBIS) FROM FORENSIC TECHNOLOGY INC.

RECOMMENDATION: That the City Council approve and authorize the City Manager or his designee to execute all documents necessary for the sole source purchase of an Integrated Ballistic Identification System (IBIS) from Forensic Technology Inc., of Largo, Florida, in the amount of $369,133.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: The Fiscal Year 2023-24 Adopted Budget includes appropriations from the Capital Improvement Projects-Measure Q Fund for the purchase of the Integrated Ballistic Identification System (IBIS) from Forensic Technology Inc. of Largo, Florida. The total cost of the IBIS is $369,133, funded by Measure Q.

BACKGROUND & ANALYSIS: The Police Department is dedicated to reducing gun related violence in the City. The goal is to enhance operational capability in reducing violence by acquiring and deploying new technologies, regional and national networks, and shared databases.

The purchase of the Integrated Ballistic Identification System (IBIS) will extend the technological capabilities of the Forensic Division. This will allow the Department to process ballistic crime scene evidence and provide actionable investigative information, linking various crime scene evidence locally and regionally within hours rather than weeks or months.

In partnership with the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF), the IBIS will be connected to the National Integrated Ballistic Information Network (NIBIN) which will allow the Department to search and compare ballistic crime scene evidence through a national database.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Recreation & Community Services Prepared By: Danielle Guevara Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Reviewed By: Nicholas S Gonzalez Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 13

SUBJECT: AUTHORIZE THE PURCHASE OF PLAYGROUND EQUIPMENT WITH INNOVATIVE PLAYGROUNDS FOR BON VIEW PARK

RECOMMENDATION: That the City Council authorize the cooperative purchase of playground equipment for Bon View Park in the amount of $343,786 plus a 10% contingency of $34,379 to mitigate any unforeseen issues with supply chain surcharges and manufactory price increases for a total not to exceed amount of $378,165 from Innovative Playgrounds, of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 010521-BUR.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: The Fiscal Year 2023-24 Adopted Budget includes appropriations from the Capital Projects-Measure Q Funds for the purchase of playground equipment for Bon View Park. The total cost of the playground equipment recommended for purchase is $378,165 funded by Measure Q.

BACKGROUND & ANALYSIS: The playground equipment at Bon View Park is outdated and in need of replacement to keep it in working order and to reduce future maintenance expenses. The selected playground vendor is BCI Burke and the playground will be purchased through their representative Innovative Playgrounds, Inc.

The proposed playground (Exhibit A) has a tree house theme and insects displayed on the rubberized surfacing of the play area. The play structure will feature a 2-5 year old tot lot and a 5-12 year old playground. Play elements include a viper slide, climbing features, play panels, music equipment, canopies, balance features, an inclusive spinner, and benches. The playground vendor will also add fencing along the Bon View Avenue side of the playground to separate it from the street.

In general conformation with the provisions of Government Code Section 54201 through 54204, Ontario Municipal Code Section 2-6.29 allows for the purchase of supplies and equipment through cooperative purchasing programs. Cooperative purchasing allows the City to pool its procurement power with other public agencies to obtain lower pricing than otherwise might be possible.

On August 28, 2023, the Recreation & Parks Commission approved the design for the new playground to be installed at Bon View Park with a vote of 6-0 and recommends that the City Council authorize the cooperative purchase.

Exhibit A

Burke
PLAY THAT MOVES YOU.
BCIBURKE.COM • 800.266.1250
BON VIEW COMMUNITY PARK
PROPOSAL #:513-172116-2 R2
BON VIEW COMMUNITY
CLUBHOUSE
COLOR KEY
CHARCOAL
REDWOOD
OLIVE
ORANGE
SILVER
GRANITE
GRAY
OLIVE/BLACK
GRAY/BLACK
ORANGE/BLACK
Innovative
PLAYGROUNDS co.
3D Designer: Rachel

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Community Life & Culture Prepared By: Lacey A Rightmer Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 14

SUBJECT: **AN ORDINANCE AMENDING SECTION 5-11.02 OF CHAPTER 11 OF TITLE 5 OF THE ONTARIO MUNICIPAL CODE RELATING TO THE PUBLIC CONSUMPTION AND POSSESSION OF ALCOHOLIC BEVERAGES ON OR IN PUBLIC FACILITIES**

RECOMMENDATION: That the City Council adopt an Ordinance amending Section 5-11.02 of Chapter 11 of Title 5 of the Ontario Municipal Code relating to the public consumption and possession of alcoholic beverages on or in public facilities.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: There is no direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: This is a second reading proposing this Amendment to an Ordinance which makes all City-owned facilities and parks eligible for events with alcohol. On September 5, 2023, there was a Public Hearing held to consider this Amendment.

Currently, the Ontario Municipal Code lists specific locations where the consumption or possession of alcoholic beverages are allowed. Not all City-owned facilities and parks are included in the Code.

The Ordinance proposes to redirect the authority to grant alcohol at City facilities not explicitly mentioned from the City Council to the City Manager, in order to provide greater flexibility and efficiency in the City's operations. This Amendment only applies to City-sponsored events and events put on by the City supporting non-profit organizations. In either case, approval from the City Manager or their designee will be required. In addition, a supporting organization host will be required to obtain a Special Event Permit.

Through the Special Event Permit and ABC license processes, City supporting non-profit organizations will receive guidance from Ontario Police Department to ensure the safety of their event. Any permit or permission issued by the City that will allow for the consumption and possession of alcohol at a City-owned facility or park may be modified, suspended, or revoked at any time by the Chief of Police or their designee when a breach of the peace or danger to public

health, safety, or general welfare of the residents, public or event participants exists.

The City's non-profit support groups occasionally hold events at City facilities as celebrations and fundraisers. This change aims to enhance the flexibility and revenue potential for events hosted by these support organizations. For instance, the Friends of the Library will host their 50th-anniversary celebration at the Ontario City Library on November 4, 2023. The proposed Amendment to the Ordinance will allow this event to include alcohol and increase revenues for the Friends of the Library to support the Ontario City Library throughout the year. Additionally, it provides flexibility for City-sponsored events.

Without this Ordinance, the Friends of the Library would need to ask the City Council to approve the use of alcohol at their event, by Resolution. The proposed Amendment to the Municipal Code reflects a balanced approach that allows the City and City non-profit support groups to harness the benefit of controlled alcohol consumption in public facilities. Staff recommends that the City Council approve this Amendment to the Ontario Municipal Code.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING SECTION 5-11.02 OF CHAPTER 11 OF TITLE 5 OF THE ONTARIO MUNICIPAL CODE RELATING TO THE PUBLIC CONSUMPTION AND POSSESSION OF ALCOHOLIC BEVERAGES ON OR IN PUBLIC FACILITIES.

WHEREAS, Division 9, Chapter 16 of the California Business and Professions Code provides that any person possessing any can, bottle, or other receptacle containing any alcoholic beverage that has been opened, or a seal broken, or the contents of which have been partially removed, on or in any City-owned facility, shall be guilty of an infraction if the City has enacted an ordinance that prohibits the possession of those containers in those areas or the consumption of alcoholic beverages in those areas; and

WHEREAS**,** the City desires to allow for the possession and consumption of alcohol in City facilities with requisite permitting and/or permission for events hosted by the City of Ontario and supporting organizations of the City of Ontario.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby finds and determines that the recitals discussed above are true and correct and are hereby incorporated and adopted as findings and determinations by the City Council as if fully set forth herein.

SECTION 2. Section 5-11.02 of the Ontario Municipal Code is hereby amended to read as follows:

"**Sec. 5-11.02. Public Consumption of Alcoholic Beverages and Possession of Any Open Alcoholic Beverage Container.**

(a) As used in this section, "alcoholic beverage" includes alcohol, spirits, liquor, wine, beer, and every liquid or solid containing alcohol, spirits, wine, or beer, ~~and~~ which contains one-half of one percent (0.5%) or more of alcohol by volume, and which is fit for beverage purposes either alone or when diluted, mixed, or combined with other substances.

(b) It shall be unlawful for any person to drink an alcoholic beverage in any City park or other City-owned property or other public place, including, but not limited to, City-owned or City-leased buildings, parking lots, streets, alleys, ways, sidewalks, parkways and playgrounds.

(c) It shall be unlawful for any person to possess any can, bottle, or other receptacle containing an alcoholic beverage, as defined in subsection (a), that has been opened, or had its seal broken, or the contents of which have been partially removed, in any City park or other City-owned property or other public place, including, but not limited to, City-owned or City-leased buildings, parking lots, streets, alleys, ways, sidewalks, parkways and playgrounds.

(d) It shall be unlawful for any person to possess any can, bottle, or other receptacle containing an alcoholic beverage, as defined in subsection (a), that has been opened, or had its seal broken, or the contents of which have been partially removed, to enter or remain on the posted premises of, including the posted parking lot immediately adjacent to, any retail package off-sale alcoholic beverage licensee licensed pursuant to Division 9 (commencing with § 23000) of the Business & Professions Code. All licensees shall comply with the following requirements:

(1) All retail package off-sale alcoholic beverage licensees pursuant to Division 9 (commencing with § 23000) of the Business & Professions Code to operate in the City shall post on the licensed premises permanent signs which shall include language stating the following: "Possession of any open alcoholic beverage container in or outside this store is prohibited by law."

(2) Required signs shall be posted such that they are visible to:

(i) patrons of the licensee;
(ii) patrons using the parking lot immediately adjacent to the licensed premises; and
(iii) persons on any public sidewalk immediately adjacent to the licensed premises.

(3) For purposes of this subsection, "posted premises" shall mean those premises which are subject to licensure under any retail package off-sale alcoholic beverage license, and the parking lot immediately adjacent to the licensed premises which are posted with notice pursuant to subsections (d)(1) and (d)(2). "Parking lot immediately adjacent to the licensed premises" shall mean any parking lot which is contiguous to the licensed premises and is utilized by patrons of the licensed premises, except a private residential parking lot immediately adjacent to the posted premises.

(e) Subsections (b) and (c) of this section shall not apply to~~:~~ persons attending an event at any City-owned facility or park if the City department host has obtained permission from the City Manager or his/her designee or a supporting organization host has obtained a Special Event Permit ("SEP") from the City, as applicable, that remains valid through the occurrence of the event.

For the purposes of this Section, a supporting organization means non-profit organizations affiliated with the City of Ontario whose missions are to support City Departments. Nothing herein shall affect the ability of the City's contract operator of The Arena located at 4000 E Ontario Center Parkway to sell alcohol or for persons to consume alcohol inside The Arena subject to the terms of the operator agreement and all applicable laws.

(f) This section shall not apply when an individual is in possession of an alcoholic beverage container for the purpose of recycling or other related activity. Furthermore, this section shall not be deemed to make punishable any act or acts which are prohibited by any law of the State of California.

(g) Any person in violation of this section shall be guilty of an infraction. Alcoholic beverage licensees in violation of subsection (d)(1) and (d)(2) shall also be guilty of an infraction.

(h) Unless otherwise exempted by law, any event occurring in a City-owned facility, park, or any adjacent area owned or controlled by the City, which involves the sale of alcoholic beverages must possess a daily alcohol beverage license issued by the ABC and written approval of the Chief of Policy or his/her designee and must comply with all other applicable laws.

(i) Except when hosted by the City of Ontario, all persons that request to host an event that will allow for the consumption and possession of alcohol at a City-owned facility or park must also obtain a one (1) day Liquor Liability Insurance Policy with combined single limits of one million dollars ($1,000,000.00) for bodily injury and property damage, for each occasion, naming the City as additional named insured, provided, however, that the City Manager or his/her designee may increase or decrease the required amount of coverage as warranted by individual circumstances. The Certificate of Insurance must be on file with the City Manager or his/her designee no later than seventy-two (72) hours before the start of each event or occasion.

(j) Notwithstanding the foregoing, any permit and/or permission issued by the City that will allow for the consumption and possession of alcohol at a City-owned facility or park may be modified, suspended, or revoked at any time by the Chief of Police, or his/her designee without a notice or a hearing in instances where there exists a breach of the peace or danger to the public health, safety, or general welfare of the residents, public, or event participants.

SECTION 3. If any section, subsection, subdivision, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this ordinance or any part thereof. The City Council hereby declares that it would have adopted each section irrespective of the fact that any one or more subsections, subdivisions, sentences, clauses, or phrases be declared unconstitutional, invalid or ineffective.

SECTION 4. This Ordinance shall become effective thirty (30) days after its adoption by the City Council.

SECTION 5. CEQA. The City Council finds that adoption of this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15358 (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. Moreover, the City Council finds that this Ordinance is also exempt under CEQA pursuant to Guidelines Section 15061(b)(3) (there exists no possibility that the activity will have a significant adverse effect on the environment).

SECTION 6. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within fifteen (15) days of the adoption. The City Clerk shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

The City Clerk of the City of Ontario shall certify as to the adoption of this Ordinance.

PASSED, APPROVED, AND ADOPTED this ___ day of _____ 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. ____ was duly introduced at a regular meeting of the City Council of the City of Ontario held September 5, 2023 and adopted at the regular meeting held September 19, 2023 by the following roll call vote, to wit:

AYES: MAYOR/COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held September 19, 2023 and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Housing Prepared By: Katryna Gonzalez Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 15

SUBJECT: **ACCEPTANCE OF STATE OF CALIFORNIA HOMELESS HOUSING, ASSISTANCE AND PREVENTION ROUND 3 (HHAP-3) FUNDING ADMINISTERED BY THE COUNTY OF SAN BERNARDINO TO RAPIDLY REHOUSE HOMELESS FAMILIES AND INDIVIDUALS**

RECOMMENDATION: That the City Council accept $135,000 in HHAP-3 funding to provide eight households that are homeless in the west valley of San Bernardino County with move-in costs and up to six months' rent assistance and services to stabilize their housing.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: The $135,000 contract amount includes $121,500 to fund rent assistance and security deposits, and $13,500 for the coordination of services. There is no local match requirement and no impact on the City's General Fund.

BACKGROUND & ANALYSIS: The San Bernardino City & County Continuum of Care (SBC CoC) was allocated funding by the State of California, Homeless Coordinating and Financing Council in the Business, Consumer and Housing Agency, hereinafter called State, under the Homeless Housing, Assistance and Prevention Round 3 (HHAP-3) Program authorized by AB 140 (Health & Safety Code § 50218.6, et seq.), which was signed into law by Governor Gavin Newsom on July 19, 2021. On April 24, 2023, the San Bernardino County Office of Homeless Services (OHS) released a Request for Applications that included $2,590,844.87 for regional proposals. Of that allocation, $350,901 was reserved for proposals in the West Valley region, encompassing Chino, Chino Hills, Montclair, Ontario, Rancho Cucamonga, Upland, and the surrounding unincorporated communities.

On May 17, 2023, the City of Ontario submitted an application for $150,000 to provide Rapid Rehousing rental assistance and services to assist homeless families and individuals. This application was coordinated with a complementary application submitted by the City of Montclair to provide temporary housing. The City of Ontario submission received the highest score for the West Valley region; however, due to the demand for funding, was reduced to $135,000.

The HHAP-3 Rapid Rehousing Program will provide up to 100% of the monthly rental payment for eligible households for no more than $15,000 per household and for no longer than six months. Each participating household will enter into a one-year lease and must demonstrate their ability to assume the entire month's rent when the HHAP-3 assistance ends. Housing Services Department staff will evaluate applications referred via the Coordinated Entry System. Staff will guide eligible applicants in their housing search and offer budgeting and planning assistance services. Program participants will also be referred into the San Bernardino County Workforce Development Program to improve employment options and increase income.

The target population for this program will be recently homeless households in the West Valley cities that can support their rental payments beyond six months. This program provides lower-income households the financial support they need to stabilize their household income and housing situation. Priority will be given to households that have become homeless in the last year, have a member with a disability, or is a Veteran household unable to be served by other Veteran housing programs. Program participants may opt to move to a unit within the West Valley region of San Bernardino County.

Once the contract is executed, program outreach to obtain referrals will begin immediately, with a goal of moving six households into housing by January 2024, and the remaining two households before March 30, 2024. This pacing will enable the program to meet the County requirements to expend 50% of HHAP-3 funds by May 31, 2024.

Staff recommends approval of the contract which will be executed upon San Bernardino County Board of Supervisors approval.

CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Housing Prepared By: Hannah K Mac Kenzie Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 16

SUBJECT: **A PUBLIC HEARING TO RECEIVE TESTIMONY AND ADOPT THE CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) FOR THE 2022-23 FISCAL YEAR**

RECOMMENDATION: That the City Council take the following actions:

A. Hold a public hearing to receive testimony on the draft Consolidated Annual Performance and Evaluation Report (CAPER) for the Fiscal Year 2022-23 (on file in the Records Management Department);
B. Direct Staff to prepare and transmit to the U.S. Department of Housing and Urban Development (HUD) the final CAPER, which will address all public comments received on the draft CAPER; and
C. Authorize the City Manager to revise for accuracy and execute any and all documents necessary and/or desirable to transmit the CAPER to HUD.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: There is not a direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: The CAPER is a report required by the U.S. Department of Housing and Urban Development (HUD) that provides annual information about the City's utilization of HUD funds for local community development and housing projects. During Fiscal Year 2022-23, a combined total of over $20 million of federal, state, and local funds were expended to implement approximately 37 housing and community development programs and projects. These activities were contained in the City's Fiscal Year 2022-23 One-Year Action Plan, approved on May 2, 2023. Federal funding sources in the CAPER include the following HUD programs: Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), Emergency Solutions Grant (ESG), Community Development Block Grant - CARES Act (CDBG-CV), and Emergency Solutions Grant - CARES Act (ESG-CV). Local funding sources include Ontario Housing

Authority and Housing Asset funds. The City receives approximately $2.7 million annually from HUD for the CDBG, HOME, and ESG programs. During Fiscal Year 2022-23, the City had approximately $589,000 CDBG-CV and $272,000 ESG-CV remaining to spend from CARES Act allocations awarded in Fiscal Year 2020-21 and Fiscal Year 2021-22.

Listed below are the key housing and community development projects discussed in the CAPER:

- The City expended approximately $2.2 million to implement 11 infrastructure and community facility activities, two economic development activities, and one public service activitiy under the Community Development Strategy. The major projects within this strategy include, but are not limited to the following: Alley Pavement Management Rehabilitation, Pavement Management Rehabilitation, OntarioNet Broadband Expansion, a Community Block Wall Along Mountain Avenue, Wheelchair Ramp Installation, Sam Alba Park Restroom Renovation, John Galvin Park Restroom Renovation, LED Streetlights, Child Care, Youth, and Family Subsidies, Downtown Storefront Façade Renovation and Mission and Mountain Storefront Revitalization.

- More than $1.4 million was expended to implement 13 housing programs within Ontario as part of the Housing Strategy. The major projects within this strategy include, but are not limited to, the following: Tenant Based Rental Assistance Program, Community Improvement Team, Conservation Home Improvement Program, Ontario Shines Single Family Solar, Ontario Shines Multi-Family Solar, MyHome Assistance Program, School Teacher and Employee Assistance Program, and My Home Loan Program.

- Over $1.7 million was expended as part of the Homeless Strategy to implement 8 activities. The major projects within this strategy include, but are not limited to, the following: Project Gateway (Supportive Housing Program), Mercy House Ontario Access Center, Assisi House and Aftercare Services, Family Stabilization at Sova Program Center, Services for Victims of Domestic Violence and Their Children, and ESG-CV Rapid Re-Housing Program.

Attached is the Draft CAPER for Fiscal Year 2022-23.

The draft CAPER for Fiscal Year 2022-23 has been available for public review from September 1, 2023 to September 18, 2023. Subsequent to City Council approval, Staff will submit the final report to HUD by the September 28, 2023 deadline.

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Consolidated Annual Performance and Evaluation Report for Fiscal Year 2022-23

September 19, 20223

Prepared by the
City of Ontario Housing Services Department
208 West Emporia Street
Ontario, CA 91762
(909) 395-2006

I. INTRODUCTION

The Consolidated Annual Performance and Evaluation Report (CAPER) provides a comprehensive summary of housing and community development activities implemented by the City of Ontario utilizing U.S. Department of Housing and Urban Development (HUD) funds. The City has prepared this report in accordance with HUD regulations.

This report describes the progress that the City made towards achieving the affordable housing and community development goals presented in the Five-Year Consolidated Plan. The Consolidated Plan is a combination of the following components: housing and community development needs assessment, survey of available resources, five-year strategy, and One-Year Action Plan. The One-Year Action Plan is updated annually and presents the specific programs and projects to be implemented each year along with their respective funding sources and amounts. The performance of each program and project identified in the FY 2022-23 One-Year Action Plan is presented in this report. The following is a summary of this report's key areas:

I. Introduction

II. Consolidated Plan: Housing, Public Services, and Economic Opportunity – The Consolidated Plan serves as both a long- and short-term planning tool for housing and community development activities. This section presents important developments on housing, community development, and economic issues. All the five-year strategies are discussed in this section (Housing, Homeless, Special Needs Populations, Fair Housing, Public Housing, Lead Hazard, Community Development, and Economic Development).

III. Continuum of Care – Homelessness is a critical issue impacting both the lives of affected individuals and the quality of the community at large. This section assesses the needs of the homeless and programs and projects implemented during FY 2022-23 to address those needs.

IV. HOME-Funded Housing Activities – Quality affordable housing is the cornerstone of a viable community. This section discusses a variety of HOME-funded activity requirements, including: Community Housing Development Organizations (CHDOs), affirmative marketing and minority outreach, HOME match, and HOME inspections/monitoring.

V. Program Requirements – The City must meet specific planning, administrative, and reporting requirements that regulate all aspects of housing and community development activities supported with federal funds. This section assesses the City's capacity to carry out these types of activities in compliance with federal regulations including citizen participation, oversight, management, and accounting systems.

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VI. Overall Assessment – This section of the CAPER provides a detailed analysis of the progress made towards meeting the goals of the Five-Year Consolidated Plan during FY 2022-23.

VII. Other Actions Undertaken – This section provides information regarding the City's anti-displacement strategy, institutional structure, and anti-poverty strategy.

VIII. Additional CDBG Required Narratives – This section provides information regarding the assessment of the relationship of CDBG funds and the status of CDBG loans and other receivables.

IX. Public Review and Comments – This section provides information on public comments received.

X. HUD Reports – This section concludes the CAPER with the following HUD reports generated by the Integrated Disbursement and Information System (IDIS) and other required HUD reports:

1. **Summary of Activities (C04PR03) –** lists each CDBG activity, which was open during a program year. For each activity, the report shows the status, accomplishments, program year narrative and program year expenditures. For each activity, the report also shows the activity code, regulation cite and characteristics of the beneficiaries.

2. **CDBG Financial Summary Report (C04PR26) –** shows the commitment of funds and expenditures the grantee has made for a specified program year. The expenditures are summarized to determine the relevant indicators for planning/administration, public service activities, and economic development. This report also contains program year information on meeting HUD's statutory requirements of serving low- and moderate-income households.

3. **CDBG-CV Financial Summary Report (C04PR26-CV) –** shows the commitment of funds and expenditures the grantee has made for a specified program year. The expenditures are summarized to determine the relevant indicators for planning/administration, public service activities, and economic development in response to the COVID-19 pandemic. This report also contains program year information on meeting HUD's statutory requirements of serving low- and moderate-income households.

HOME REPORTS

3. **Status of HOME Activities (C04PR22) –** provides status of HOME activities for all fiscal years. This report shows funds committed to each activity and disbursed dollar amounts.

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4. **Status of HOME Grants (C04PR27) –** provides a status of HOME grants for each fiscal year.

5. **HOME Match Report (HUD-40107-A) –** provides match contribution information for Fiscal Year 2022-23.

6. **HOME Annual Performance Report (HUD-40107) –** provides Minority Business Enterprises (MBE) and Women Business Enterprises (WBE) contracting information for Fiscal Year 2022-23. In addition, this report provides information on HOME program income received during the reporting period.

ESG REPORTS

7. **ESG CAPER Report –** provides information on performance measures for ESG funded activities.

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II. CONSOLIDATED PLAN – Housing, Public Services and Economic Opportunities

This section contains the following elements:

a. An overview of the Action Plan;
b. A summary of resources available for housing and community development projects;
c. Housing activities conducted during FY 2022-23 in support of Action Plan priorities;
d. Homeless activities conducted during FY 2022-23 in support of Action Plan priorities;
e. Special population activities conducted during FY 2022-23 in support of Action Plan priorities;
f. Fair housing activities conducted during FY 2022-23 in support of Action Plan priorities;
g. Public housing activities conducted during 2022-23 in support of Action Plan priorities;
h. Lead hazard activities conducted during 2022-23 in support of Action Plan priorities; and
i. Community development activities conducted during FY 2022-23 in support of Consolidated Plan priorities.

A. OVERVIEW

The FY 2022-23 Action Plan was the fourth One-Year Action Plan component of a five-year strategy covering the period of FY 2020-2024. The Five-Year Consolidated Plan articulates the City's vision for enhancing the quality of life in Ontario by addressing housing and community development issues. The One-Year Action Plan identified specific activities conducted in support of the priorities and objectives originally presented in the Five-Year Consolidated Plan. A concise executive summary was included as an introduction to the Action Plan in order to increase understanding by civic leaders, other organizations, City residents, and others not familiar with the complexities of housing and community development issues.

The Action Plan was developed through a series of workshops, meetings, and public hearings with City staff from various departments involved in housing and community development, non-City organizations, Ontario residents, and the City Council. The funding allocation development process relied heavily on input from each of these stakeholders. Availability of funds was advertised in the local media, and application materials were designed and distributed with the intention of soliciting proposals for programs to implement the objectives and goals of the Consolidated Plan.

B. AVAILABLE RESOURCES

The goal of the annual Action Plan is the effective utilization of resources to meet housing and community development needs. The table on the following page identifies the various sources of funding available for housing and community development programs and projects.

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FUNDING SOURCE	ACTIVITIES FUNDED	PLANNED AMOUNT	ACTUAL AMOUNT AWARDED/ RECEIVED/ ON HAND (FY 2022-23)
Community Development Block Grant (CDBG)	Infrastructure improvements, code enforcement, housing rehabilitation, and social services.	$1,803,483	$1,803,483
CDBG Program Income	Infrastructure improvements, code enforcement, housing rehabilitation, and social services.	$0	$0
CDBG Rollover from prior years and reallocated funds	Infrastructure improvements, code enforcement, housing rehabilitation, and social services.	$1,081,539	$1,081,539
CDBG-CARES (CDBG-CV)	Infrastructure improvements, code enforcement, housing rehabilitation, and social services in response to COVID-19.	$589,987	$589,987
HOME Investment Partnership (HOME)	Housing construction, rehabilitation activities, homebuyer activities, and tenant based rental assistance.	$820,945	$820,945
HOME Program Income	Housing construction, rehabilitation activities, homebuyer activities, and tenant based rental assistance.	$0	$466,051
HOME Rollover from prior years and reallocated funds	Housing construction, rehabilitation activities, homebuyer activities, and tenant based rental assistance.	$0	$0
Emergency Solutions Grant (ESG)	Essential support services and operating expenses for homeless facilities and programs.	$160,533	$160,533
ESG-CARES (ESG-CV)	Essential support services and operating expenses for homeless facilities and programs in response to COVID-19	$272,088	$272,088
Transformative Climate Community Grant	Provides funding for California Climate Investment programs, including affordable housing, active transportation programs, low income weatherization programs, and urban greening.	$15,262,033	$15,262,033
BEGIN Reuse Account	Provides deferred-payment second mortgage loans to qualified buyers of new homes and/or homeowner-occupied rehabilitation loans.	$62,798	$62,798
CalHome Reuse Account	Provides deferred-payment second mortgage loans to qualified buyers of new homes and/or homeowner-occupied rehabilitation loans.	$51,560	$51,560

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FUNDING SOURCE	ACTIVITIES FUNDED	PLANNED AMOUNT	ACTUAL AMOUNT AWARDED/ RECEIVED/ ON HAND (FY 2022-23)
Permanent Local Housing Allocation	Housing construction, rehabilitation activities, homebuyer activities, and homeless prevention.	$3,923,676	$3,923,676
	TOTAL	**$24,028,642**	**$24,494,693**

The narrative listed below discusses each funding source used to support programs and projects implemented during the period covered by this report.

Federal Housing and Community Development Funds: The City is entitled to receive funding from a variety of federal sources. During FY 2022-23, the City participated in the following federal programs:

- The Community Development Block Grant (CDBG) program which provided $1,803,483 for housing and community development programs, and an additional $1,081,539 was available for programs from prior year funds;
- The HOME Investment Partnership program which provided $820,945 for housing-related activities, and an additional $466,051was available from program income; and
- The Emergency Solutions Grant (ESG) program which provided $160,533 for homeless facilities and programs.

Federal Housing and Community Development Funds in Response to COVID-19: In response to the COVID-19 pandemic, the Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES Act) was passed by Congress on March 27, 2020, authorizing HUD to distribute additional funding to entitlement communities to be used towards programs that prevent, prepare for, and respond to coronavirus. In FY 2022-23, The City had the following CARES Act funding remaining to program:

- The Community Development Block Grant – CARES Act (CDBG-CV) program which provided $589,987 for housing and community development programs in response to COVID-19; and
- The Emergency Solutions Grant – CARES Act (ESG-CV) program which provided $272,088 for homeless facilities and programs in response to COVID-19.

CDBG and HOME Program Income: During FY 2022-23, the City received $0 in CDBG program income and $466,051 in HOME program income.

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Housing Choice Voucher Program: The Housing Choice Voucher Program provides a valuable resource for affordable housing. According to the Housing Authority of the County of San Bernardino (HACSB) there were approximately 779 Housing Choice Voucher Program participants in Ontario during the reporting period.

State Funds: During FY 2022-23, the City continued to operate programs utilizing the following grants from the State of California:

- The BEGIN Program: The City has established a BEGIN reuse account in accordance with program regulations to utilize funds received as repayments on BEGIN and CalHome program loans.
- The Transformative Climate Community Grant: In FY 2018-19, the City received a $33.2 million grant award from the State of California Strategic Growth Council for a variety of California Climate Investment programs including affordable housing, low-income weatherization programs, active transportation programs, and urban greening. In FY 2022-23 the City had a remaining grant balance of $15,262,033.

Leveraging Resources: The City pro-actively pursues leveraging opportunities to maximize funding available to implement housing and community development activities. Federal funds available through HUD have provided the City an opportunity to leverage other resources. Listed in the table below are total project budget or expenditure amounts for the programs and activities that leveraged public and private resources:

Program/Project	HUD Funds	Other Funds
FY 2022-23 Pavement Management Rehabilitation Program	$580,848	$1,214,755
Continuum of Care	$150,503	$49,933
TOTAL	**$425,505**	**$1,297,714**

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NOTE: Sections are divided by the following strategies: Housing Strategy, Homeless Strategy, Special Needs Strategy, Fair Housing Strategy, Public Housing Strategy, Lead Hazard Strategy, Community Development Strategy, and Economic Development Strategy. Please refer to the attached IDIS reports for statistical program performance information including demographic information.

C. HOUSING STRATEGY

This section is a discussion of the priorities and corresponding activities, which address various housing and housing-related issues.

Priority 1: Expand affordable rental housing opportunities, particularly for low-income persons.

Five-Year Objectives: The City of Ontario Housing Department will work with developers and subrecipients to expand affordable rental housing opportunities, particularly for low-income persons.

Accomplishments: The City worked with a subrecipient to administer the HOME Tenant Based Rental Assistance Program and worked with a developer to complete construction on a new 101-unit affordable housing development. The table on the following page identifies all programs and projects specifically designed to support this priority:

Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments
Tenant Based Rental Assistance Program	HOME	$608,008	15	A total of fifty-two (52) households were assisted through this program during FY 2022-23. Sixteen (16) households had their TBRA certificates renewed, eight (8) households completed their TBRA program assistance, and twenty-eight (28) households leased new units with assistance this year.
Sites for Future Affordable Housing Development*	Other Funds	$0	N/A	The Ontario Housing Authority acting as the successor agency to the Ontario Redevelopment Agency and the City of Ontario acting as the successor agency to the Ontario Redevelopment Agency are currently maintaining approximately 7 sites for future development of affordable housing. During FY 2022-23, Disposition and Development Agreements for one of the seven properties was amended.
TOTAL		**$608,008**		

**Activities not mentioned within the One-Year Action Plan under this priority.*

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TENANT BASED RENTAL ASSISTANCE PROGRAM

This program is designed to assist the most vulnerable and hardest to house chronically homeless individuals and families currently accessing services at the Ontario Access Center, receiving services from an Ontario-funded homeless services provider, or being served by a social services provider at the Ontario Access Center. Mercy House Living Centers works in cooperation with the Ontario Police Department, Ontario Code Enforcement, and the San Bernardino County Department of Behavioral Health to identify and provide services to Ontario's chronically homeless population to move them quickly into permanent supportive housing.

A total of fifty-two (52) households were assisted through this program during FY 2022-23. Sixteen (16) households had their TBRA certificates renewed, fourteen (14) households completed their TBRA program assistance, and twenty-eight (28) households lease new units with assistance during the reporting period.

SITES FOR FUTURE AFFORDABLE HOUSING DEVELOPMENT

The Ontario Housing Authority acting as the successor agency to the Ontario Redevelopment Agency and the City of Ontario are currently maintaining approximately seven sites for future development of affordable housing.

During FY 2022-23, the Ontario Housing Authority amended the Disposition and Development Agreements for one property that is currently being used as vacant land. Funds from the disposition of these properties will be used by the Authority for future affordable housing development. Disposition for these sites is expected to occur in 2023.

Priority 2: Create new, preserve, and rehabilitate existing rental and owner-occupied housing units.

Five-Year Objectives: The City will support the creation, preservation, and rehabilitation of suitable housing units, which are designed to both meet the needs of the community's renter and owner-occupied households and contribute to the revitalization of the City's neighborhoods.

Accomplishments: The City's housing investment plan (along with related programs and projects supporting this priority) targeted existing homeowners and renters. The City used CDBG to implement projects and programs under this strategy. In addition, the City has received $33.2 million from the California Strategic Growth Council under the Transformative Climate Communities program to provide additional investment in preserving Ontario's housing stock.

Within the FY 2022-23 One-Year Action Plan, the programs listed on the following pages were administered to support this priority:

Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishment
Community Improvement Team	CDBG	$55,247	300 households	A total of 296 inspections were completed during the reporting period. 70 citations were given, 90 notices issued and 165 cases closed at 225 unique parcels.
Low-Mod Assisted Housing Developments*		$0	N/A	Continued ongoing monitoring efforts of affordable housing developments consisting of 1,979 units throughout Ontario.

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Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishment
Ontario Shines Single Family Solar PV*	TCC	$131,638	N/A	During FY 2022-23, thirteen (13) homeowners were assisted with no-cost solar installations.
Ontario Shines Multi-Family Solar PV*	TCC	$322,486	N/A	During FY 2022-23, the program continued working on installations for two multi-family solar projects at Assisi House and Francis Apartments. Construction for both projects is expected to be completed by the end of 2023.
	TOTAL	**$509,371**		

**Activities not mentioned within the One-Year Action Plan under this priority*

COMMUNITY IMPROVEMENT TEAM

The Community Improvement Team (CIT) consists of members of the City of Ontario Community Improvement Department who are trained at recognizing and abating health and safety code violations, building code violations, fire code violations, and various other state and federal regulations. The team can draw resources and assistance from other City Departments, such as the Ontario Fire Department, Police Department, and the City Attorney's Office, on an as-needed basis.

During FY 2022-23, $55,247.60 was expended for the CIT Program. A total of 296 inspections were completed during the reporting period. Staff issued 70 citations and 90 notices. There were 165 cases closed.

ASSISTED HOUSING DEVELOPMENTS

During FY 2022-23, the City of Ontario Housing Department was responsible for the affordability and maintenance monitoring of the 1,979 restricted housing units shown in the below table to ensure compliance with respective Owner Participation Agreements and/or Regulatory Agreements:

LOW-MOD ASSISTED HOUSING DEVELOPMENTS

Project	Description
Avante (f/k/a Waterford Court) (Family Complex) 1675 E. G St.	**165 units** 11 units restricted for very low-income (50% of AMI) 22 units restricted for low-income (80% of AMI) 17 units restricted for moderate-income (110% of AMI)

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Project	Description
Assisi House (Transitional Housing) 517, 521, 525 N. Virginia Ave.	**9 units** 2 family units restricted for very low-income (50% of AMI) 5 units restricted for low-income (80% of AMI) 1 unit reserved for property manager 1 unit reserved for project office
Begonia (Family Complex) 209, 216, 217, 222, 223, 228, 231, & 305 North Begonia Ave. and 1164 W. Vesta St. and 1165 W. Hollowell St.	**40 units** 7 units restricted for very low-income (50% of AMI) 20 units restricted for low-income (80% of AMI) 12 units restricted for moderate-income (110% of AMI) 1 unit reserved for property manager
Casitas (Family Complex) 1900 S. Campus Ave.	**253 units** 26 units restricted for low-income (80% of AMI) 22 units restricted for moderate-income (120% of AMI)
Cedar Villas Senior Apartments (Senior Complex) 301 E. Cedar St.	**136 units** 27 units restricted for very low-income (50% of AMI) 96 units restricted for moderate-income (110% of AMI)
Cichon Properties (Family Complex) 415A and 415B N. Plum Ave., 225 E. D St.	**3 units** 1 unit restricted for very low-income (50% of AMI) 1 unit restricted for low-income (80% of AMI) 1 unit restricted for moderate-income (120% of AMI)
Cinnamon Ridge (Senior Complex) 1051 E. Fourth St.	**101 units** 21 units restricted for very low-income (50% of AMI) 60 units restricted for low-income (80% of AMI) 20 units restricted for moderate-income (120% of AMI)
City Center Senior Apartments (Senior Complex) 208 Lemon Street	**76 units** 8 units restricted for extremely low income (30% of AMI) 16 units restricted for very low income (40% of AMI) 51 units restricted for very low-income (50% of AMI) 1 unit reserved for on-site property manager
Emporia Place (Family Complex) 220 S. Fern Ave.	**75 units** 8 units restricted for extremely low income (30% of AMI) 12 units restricted for very low income (40% of AMI) 30 units restricted for very low-income (50% of AMI) 24 units restricted for low-income (60% of AMI) 1 unit reserved for on-site property manager
Encore Townhomes (f/k/a Waverly Place) (Family Complex) 1725 E. G St.	**155 units** 31 units restricted for moderate-income (110% of AMI)
Estancia (Family Complex) 1720 E. D St.	**152 units** 31 units restricted for moderate-income (Mod-I) (80% of AMI) 54 units restricted for moderate-income (Mod-II) (120% of AMI)
Francis Street Apartments (Family Complex) 307-311 West Francis Street	**15 units** 2 units restricted for very low-income (50% of AMI) 8 units restricted for moderate-income (Mod-I) (80% of AMI) 5 units restricted for moderate-income (Mod-II) (120% of AMI)

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Project	Description
Guadalupe Residence (Family Complex) 411 and 412 N. Parkside Ave.	**15 units** 9 units restricted for low-income (80% of AMI) 5 units restricted for very low-income (50% of AMI) 1 unit reserved for program support
Landmark at Ontario (Family Complex) 950 N. Duesenberg Dr.	**469 units** 71 units restricted for moderate income (120% of AMI)
Metro 102 Apartments (Family Complex) 102 N. Lemon St.	**160 units** 159 unites restricted for moderate-income (120% of AMI) 1 unit reserved for on-site property manager
Mission Oaks (Family Complex) 1427 W. Mission Blvd.	**80 units** 16 units restricted for very low-income (50% of AMI) 64 units restricted for moderate-income (120% of AMI)
Mountain View Senior Apartments Phase I (Senior Complex) 511 N. Palmetto Ave.	**86 units** 10 units restricted for extremely low-income (30% of AMI) 10 units restricted for very low-income (40% of AMI) 45 units restricted for very low-income (50% of AMI) 19 units restricted for low-income (60% of AMI) 2 units reserved for on-site property managers
Mountain View Senior Apartments Phase II (Senior Complex) 511 N. Palmetto Ave.	**20 units** 2 units restricted for extremely low-income (30% of AMI) 2 units restricted for very low-income (40% of AMI) 10 units restricted for very low-income (50% of AMI) 6 units restricted for low-income (60% of AMI)
Ontario Townhouses 1360 E. D St. Project-Based Rental Assistance	**86 units** 26 units restricted for very low-income (50% of AMI) 59 units restricted for low-income (60% of AMI) 1 unit reserved for on-site property manager
Palm Terrace Co-op Phase I – Formerly Ontario Senior Housing (Senior Complex) 1433 E. D St.	**91 units** 90 units restricted for very low-income (50% of AMI) 1 unit reserved for on-site property manager
Palm Terrace Co-op Phase II – Formerly D Street Senior Housing (Senior Complex) 1449 East D St.	**48 units** 47 units restricted for very low-income (50% of AMI) 1 unit reserved for on-site property manager
Park Centre (Family Complex) 850 N. Center St.	**404 units** 5 units restricted for low-income (60% of AMI) 81 units restricted for low-income (80% of AMI) 15 units restricted for moderate-income (110% of AMI)
Rancho Vista (f/k/a Cambridge Square) (Family Complex) 1037 N. Archibald Ave.	**125 units** 12 units restricted for very low-income (50% of AMI) 13 units restricted for low-income (80% of AMI) 25 units restricted for moderate-income (110% of AMI)
Seasons Senior Apartments (Senior Complex) 955 N. Palmetto Ave.	**80 units** 32 units restricted for very low-income (50% of AMI) 46 units restricted for low-income (60% of AMI) 2 units restricted for on-site property manager

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Project	Description
Summit Place (formerly Terrace View) (Family Complex) 1130 W. Fourth St.	**75 units** 15 units restricted for very low-income (50% of AMI) 1 unit restricted for low-income (60% of AMI) 59 units restricted for moderate-income (110% of AMI)
Summit Walk (formerly Parc Vista) (Family Complex) 1206 W. Fourth St.	**78 units** 16 units restricted for very low-income (50% of AMI) 4 units restricted for low-income (60% of AMI) 58 units restricted for moderate-income (110% of AMI)
Vesta Apartments (Family Complex) 520 – 526 ½ W. Vesta St.	**6 units** 2 units restricted for very low-income (50% of AMI) 2 unit restricted for low-income (80% of AMI) 2 units restricted for moderate-income (120% of AMI)
Vintage Apartment Homes (Family Complex) 955 N. Duesenberg Dr.	**300 units** 45 units restricted for moderate income (120% of AMI)
Vista Verde (Family Complex) 110 N. Virginia Ave.	**101 units** 21 units restricted for extremely low-income (30% of AMI) 37 units restricted for very low-income (50% of AMI) 42 units restricted for low-income (60% of AMI) 1 unit restricted for on-site property manager
Woodside Senior Apartments II (Senior Complex) 302 W. G St.	**60 units** 6 units restricted for very low-income (50% of AMI) 6 units restricted for low-income (80% of AMI) 48 units restricted for moderate-income (110% of AMI)
Woodside III (Senior Complex) 408 W. G St.	**84 units** 7 units restricted for very low-income (50% of AMI) 10 units restricted for low-income (80% of AMI) 67 units restricted for moderate-income (110% of AMI)

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ONTARIO SHINES SINGLE FAMILY SOLAR PV

This program provides installation of solar photovoltaic systems on single-family homes through a third-party ownership model within the TCC project area. Installation will be accomplished through community volunteers and paid interns through the TCC workforce development efforts. Qualified homeowners will receive grants for home improvements necessary to facilitate the solar installation.

During FY 2022-2023, thirteen (13) homeowners were approved and received free home solar systems.

ONTARIO SHINES MULTI-FAMILY SOLAR PV

This program will install up to 340kW on affordable multi-family developments within the TCC project area with community volunteers and paid interns.

Francis Apartments is a community consisting of 15 units of affordable housing and Assisi House is a transitional housing facility serving homeless single men, single women, and single mothers. Construction on these projects began in FY 2022-23 and is expected to be completed during FY 2023-24.

Priority 3: Increase affordable homeownership opportunities, particularly for low- and moderate-income persons.

Five-Year Objectives: The City of Ontario Housing Department will seek opportunities to increase the housing options for lower- and moderate-income households, including direct down payment assistance for homeownership.

Accomplishments: Mortgage revenue bonds and other public and private funds were used to implement and administer programs designed to increase access to existing housing resources. The table below identifies all programs and projects specifically designed to support this priority:

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Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments
MyHome Assistance Program*	Bond Financing	$294,136	N/A	Twenty-two (22) homebuyers were assisted in Ontario during FY 2022-23.
Neighborhood Partnership Housing Services (NPHS) Programs*	Private Financing	N/A	N/A	During FY 2022-23, NPHS provided homeownership services to 232 Ontario residents. Foreclosure prevention assistance was provided to 7 homeowners, no first-time Ontario homebuyers received down payment assistance grants through the WISH program, 171 residents were provided pre-purchase/financial wellness education, and 52 residents received reverse mortgage counseling. This year, NPHS was not able to provide any senior home repair grants due to a lack of funding.
Good Neighbor Next Door Program*	HUD & FHA	$0	N/A	No homebuyers were assisted in Ontario during FY 2022-23.
Police Residence Assistance Program*	Ontario General Fund	$0	N/A	No new loans or loan payoffs were processed during FY 2022-23.
	TOTAL	**$294,136**		

**Activities not mentioned within the One-Year Action Plan under this priority.*

MYHOME ASSISTACE PROGRAM (SCHOOL PROGRAM) (CALIFORNIA HOUSING FINANCE AGENCY)

The MyHome Assistance Program is restricted to low-to moderate-income first-time homebuyers. The program provides a maximum loan exemption to qualifying teachers, administrators, school district employees, and staff members working for any California K-12 public school, which includes charter schools and county/continuation schools. The exemption also extends to qualifying fire department employees defined as firefighters, administrators and all other state, federal, local or tribal fire department employees.

MyHome Assistance junior loans are up to 3.5% of the purchase price and can only be combined with an eligible CalHFA first mortgage loan. MyHome Assistance subordinate loans can only be used for downpayment assistance and/or closing costs.

During FY 2022-23, 22 homebuyers were assisted within Ontario through this program.

NEIGHBORHOOD PARTNERSHIP HOUSING SERVICES PROGRAMS

The City works in cooperation with Neighborhood Partnership Housing Services (NPHS), a non-profit organization, to provide a variety of programs including first-time homebuyer programs, home improvements, and homebuyer education. NPHS is a member of the NeighborWorks® Network, a national network of more than 240 community-based organizations across the country that provide programs and services that are focused on assisting individuals and families achieve their dream of homeownership. NPHS's mission is to build stronger communities by providing innovative homeownership opportunities, assisting families succeed in homeownership and partnering to improve the quality of life in neighborhoods.

During FY 2022-23, NPHS provided homeownership services to 232 Ontario residents. Foreclosure prevention assistance was provided to seven Ontario homeowners and no first-time Ontario homebuyers received down payment assistance grants through the WISH program. A total of 171 residents were provided pre-purchase/financial wellness education, and 52 residents received reverse mortgage counseling. This year, NPHS was not able to provide any senior home repair grants due to a lack of funding.

GOOD NEIGHBOR NEXT DOOR PROGRAM

Through these programs, HUD offers a 50% discount from the list price of single-family homes, townhouses, and condominiums located in designated revitalization areas to law enforcement officers, pre-Kindergarten through 12th grade teachers, firefighters, and emergency medical technicians. Recipients must reside on the property and maintain it as their sole residence for a minimum period of three years. Eligible properties for purchase are HUD-owned properties located within Revitalization Areas in the jurisdiction for which they are employed.

HUD had no Good Neighbor Next Door Program sales during FY 2022-23 in Ontario.

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POLICE RESIDENCE ASSISTANCE PROGRAM

The City offers the Police Residence Assistance Program to Ontario police officers. The purpose of the program is to encourage Ontario police officers to live within the City. Through this program, the City provides forgivable loans of up to $10,000 to Ontario police officers, which may be used to assist the officers in purchasing a new home within Ontario or may be used to reduce the balance on any existing first trust deed for their current Ontario residence.

During FY 2022-23, no new loans or loan payoffs were processed.

D. HOMELESS STRATEGY

This section is a discussion of the priorities and corresponding activities, which address homeless services.

Priority 1: Preserve and improve the supply of supportive housing and public services for the homeless and homelessness prevention services.

Five-Year Objective: The City will participate and support the efforts of local non-profit agencies that apply for funding to provide supportive housing and public services for homeless populations or those at risk for homelessness within the City.

Accomplishments: A comprehensive Continuum of Care (the "Continuum") was developed and approved during FY 2004-05. Over the last fifteen years, the City has worked in cooperation with Mercy House Living Centers (Mercy House) to provide a full-service intake center, transitional housing beds, and permanent housing units in various locations for homeless individuals and families. In addition, 12 Supportive Housing Program vouchers were obtained working with the County of San Bernardino Department of Behavioral Health and the Housing Authority of the County of San Bernardino to permanently house mentally ill homeless individuals and families.

In FY 2020-21 the City received two allocations of Emergency Solutions Grant – CARES Act (ESG-CV). In partnership with Mercy House and through the coordination of multiple funding sources in combination with ESG-CV funding, the City immediately scaled initiatives to prevent, prepare for, and respond to COVID-19 impacts among individuals and families who are experiencing homelessness, receiving homeless assistance, or are at risk of becoming homeless.

The table below summarizes the funds expended and individuals assisted by the programs and projects implemented in support of this goal:

Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments		
				Unduplicated	Duplicated	Total
Assisi House and Aftercare Services Program	CDBG	$35,396	50	22	104	126

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Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments		
				Unduplicated	Duplicated	Total
Ontario Access Center	ESG	$124,147	1,100	904	446	1,350
Services for Victims of Domestic Violence and Their Children	ESG	$12,600	100	45	260	305
Family Stabilization Program at Sova Program Center	CDBG	$18,410	3,000	1,111	17,947	19,058
Project Gateway (Supportive Housing Program)	HUD	$520,213	N/A	Twelve (12) households consisting of seventeen (17) persons were assisted.		
Continuum of Care	Opiod Settlement	$XXX	N/A	During FY 2022-23, the City of Ontario received and used its first settlement allocation to support the Ontario Fire Department in purchasing naloxone kits and enabled Fire Department participation in an overdose prevention campaign with other regional partners. Additionally, the first year allocation supported the establishment of a baseline understanding of the settlement fund requirements, the incidence and nature of opioid use, and addiction and overdose in the City.		
CDBG-CV Short-Term Rent and Utility Assistance Program	CDBG-CV	$349,472	N/A	During FY 2022-23 the program continued to process applications for approval. A total of 62 households were assisted with emergency rent and utility assistance payments.		
ESG-CV Emergency Rent and Utility Assistance Program	ESG-CV	$925,461	N/A	During FY 2022-23 the program continued to process applications for approval. A total of 146 households were assisted with emergency rent and utility assistance payments.		
Expanded Ontario Access Center Hours	General Fund	$96,442	N/A	This program allowed hours at the Ontario Access center to be expanded from 16 hours a week to over 40 hours per week, including hours on Saturday.		
Motel Voucher Program	CDBG	$119,330	120	During FY 2022-23, 145 persons received assistance through this program.		
	TOTAL	**$XXX**				

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ASSISI HOUSE AND AFTERCARE SERVICES PROGRAM

Assisi House is a transitional housing program for single men, single women, and single women with children operated by Mercy House. All residents work with a program manager and attend regular case management meetings to set goals in the areas of housing, health, finances, and life skills. Residents are able to save money and eventually transition into permanent affordable housing. Upon completion of the program, successful graduates are eligible for aftercare services. The aftercare services program provides monthly case management for a year after exiting the program and residents may attend additional workshops, life skills classes, and social events.

During FY 2022-23, the Assisi House and Aftercare Services program provided services to 22 unduplicated clients. A total of 126 new and repeat clients received services through this program.

ONTARIO ACCESS CENTER

Mercy House Center Ontario provides basic needs to the homeless or those on the verge of becoming homeless. Clients are served on a first come, first served basis and receive basic emergency items such as food vouchers, ID card assistance, bus passes, hygiene kits, prescription assistance, gift cards, referrals, and use of the telephone. The center's focus is to stabilize homeless individuals and families and transition them into stable permanent housing.

During FY 2022-23, staff at the Ontario Access Center provided services to 904 unduplicated individuals. A total of 1,350 new and repeat clients were provided with services during the reporting period.

SERVICES FOR BATTERED WOMEN AND THEIR CHILDREN

House of Ruth's shelter is a 30-bed, 24-hour emergency safe shelter, which provides shelter and support services to battered women and their children free of charge. Transportation, meals, clothing, and personal care items are included in the shelter stay. Individual and group counseling was provided for women and children. Workshops were held weekly covering such subjects as self-sufficiency, housing opportunities, and employment strategies. Support services and program materials were provided in English and Spanish.

During FY 2022-23, House of Ruth provided 45 unduplicated and 260 repeat Ontario residents assistance through this program. A total of 647 Ontario residents were provided additional services; six were assisted with shelter services, 77 received counseling, 86 were provided with hotline services, 469 attended community education classes, and nine Ontario residents were assisted with obtaining Temporary Restraining Orders.

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FAMILY STABILIZATION PROGRAM AT SOVA PROGRAM CENTER

During FY 2022-23, 1,111 unduplicated homeless and economically disadvantaged households were assisted through this program. A total of 19,058 new and repeat households were served during this reporting period. The Inland Valley Council of Churches (IVCC), dba Inland Valley Hope Partners operates this program. The SOVA Food Security Center helps low-income Ontario families maintain their health and avoid homelessness by providing emergency food assistance (fifteen-meal supply of nutritious food) and a wide range of supportive services for homeless individuals and families, and those at risk for homelessness.

PROJECT GATEWAY (SUPPORTIVE HOUSING PROGRAM VOUCHERS)

The City worked, in conjunction with the Ontario Housing Authority, Mercy House Living Centers, HACSB, Step Up on Second, and the County of San Bernardino Department of Behavioral Health (DBH), to implement Project Gateway. Project Gateway is a funded through HUD's Continuum of Care program and provides project-based vouchers to homeless individuals and families within Ontario's Homeless Continuum of Care's inventory of permanent housing units. The grant is renewed on an annual basis and provides that up to $520,213 in rental subsidies will be provided for a one-year term and is expected to be renewed annually. In addition, DBH and Mercy House Living Centers agreed to provide the required match in supportive housing services to the residents.

Through this program, participants pay approximately 30% of their income for rent and the remaining rental payment is provided by the HACSB to the Ontario Housing Authority. Participants are assisted to attain/maintain income from mainstream benefit sources, as well as provided resources for employment and career readiness development for those able to participate and are assisted with other supporting housing services designed to increase their household income and future self-sufficiency.

During FY 2022-23, 12 households consisting of 17 persons were served by this program.

CONTINUUM OF CARE

A comprehensive Continuum of Care (the "Continuum") was developed and approved during FY 2004-05. Over the last decade, the City has worked in cooperation with Mercy House Living Centers (Mercy House) to provide a full-service access center, street outreach and engagement services, a variety of complimentary services targeted at ending or preventing homelessness, transitional housing beds, a tenant-based rental assistance program, and permanent housing units in various locations targeted to serving homeless individuals and families. In addition, 12 Supportive Housing Program vouchers were obtained and continue to be renewed working in partnership with Mercy House, the County of San Bernardino Department of Behavioral Health, and the Housing Authority of the County of San Bernardino to permanently house mentally ill homeless individuals and families.

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In FY 2020-21, the City restructured the delivery of homeless services and added a City staff position to provide oversight and implement all programs related to the provision of homeless services throughout the community. During FY 2022-23, this position continued to drive the City's homeless services strategy.

In addition, several components were added to the Continuum of Care using both federal and non-federal funding sources. CARES Act ESG-CV funds were used to develop and operate a number of programs in response to and to aid in the recovery from the COVID-19 pandemic including a motel voucher program, additional street outreach efforts, a homeless systems diversion program, a rapid rehousing program targeted to those placed in motels during the coronavirus pandemic, and the creation of an eviction prevention program. City general funds were used to enhance hours at the Ontario Access Center increasing from 16 hours per week to over 40 hours per week, including hours on Saturdays.

In 2021, nationwide settlements were reached to resolve all opioids litigation brought by states and local political subdivisions against three pharmaceutical distributors, McKesson, Cardinal Health, and AmerisourceBergen and against manufacturer Janssen Pharmaceuticals, Inc. These national settlements have been finalized, and payments began to be distributed during FY 2022-23. In all, the Distributors will pay up to $21 billion over 18 years, and Janssen Pharmaceuticals, Inc. will pay up to an additional $5 billion. During FY 2022-23, the City of Ontario received and used its first settlement allocation to support the Ontario Fire Department in purchasing naloxone kits and enabled their participation in an overdose prevention campaign with other regional partners. Additionally, the first year allocation supported the establishment of a baseline understanding of the settlement fund requirements, the incidence and nature of opioid use, and addiction and overdose in the City.

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CDBG-CV SHORT-TERM RENTAL AND UTILITY ASSISTNCE PROGRAM

In response to the COVID-19 pandemic and in an effort to avoid the displacement of currently housed individuals and families, this program provides emergency one-time grants, for short-term rental and utility assistance to low-income renters who have suffered a loss of income related to the coronavirus pandemic.

During FY 2022-23, a total of 62 households were assisted.

ESG-CV EMERGENCY RENT AND UTILITY ASSISTANCE PROGRAM

The City established the ESG-CV Emergency Rent and Utility Assistance Program (ERUAP) to mitigate potential homelessness and displacement of existing Ontario residents experiencing housing instability as a result of the economic impacts of the coronavirus pandemic. The program assists Ontario residents at risk for homelessness by providing prospective and deferred rent and utility payments for very low-income households. The program will provide qualified applicants up to six months of assistance with a maximum financial benefit of $15,000 per household.

During FY 2022-23, a total of 146 households were assisted.

ENHANCED ONTARIO ACCESS CENTER HOURS

In conjunction with conducting additional street outreach, it was identified that Mercy House operations at the Ontario Access Center also needed to be enhanced. City General Funds were used to allow hours at the center to increase from 16 hours a week to over 40 hours a week, including hours on Saturdays.

MOTEL VOUCHER PROGRAM

The City issued motel vouchers to individuals and families experiencing homelessness. The program allowed City staff an opportunity to connect recipients to other homeless services offered by the Continuum of Care.

During FY 2022-23, a total of 145 persons received assistance through this program for a total of 2,950 bed nights.

E. SPECIAL NEEDS STRATEGY

Priority 1: Provide supportive services for special needs populations.

Five-Year Objective: The City of Ontario Housing Department will work to locate sites for supportive housing projects and will continue to work with non-profit organizations to provide senior services.

Accomplishments: The City worked cooperatively with Inland Fair Housing and Mediation Board (IFHMB) to provide services to low-income households that are elderly and/or disabled residents of Ontario.

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Program/ Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments
Senior Support Services (IFHMB)	CDBG	$10,000	800 persons	13 persons
	TOTAL	**$10,000**		

SENIOR SERVICES

During FY 2022-23, 12 seniors were assisted through the Senior Support Services Program administered by Inland Fair Housing and Mediation Board (IFHMB). This program assisted both elderly and disabled residents of Ontario with social service issues including counseling, mediation, and referral services provided on an individual basis in the office or over the telephone. In addition, IFHMB disseminated a quarterly newsletter, WEST END SENIOR NEWS.

F. FAIR HOUSING STRATEGY

Priority 1: Continue to implement the Fair Housing laws by providing funding to further fair housing.

Five-Year Objective: The City will continue to support Inland Fair Housing and Mediation Board to provide fair housing services within Ontario.

Accomplishments: The City worked cooperatively with Inland Fair Housing and Mediation Board to provide fair housing services and landlord/tenant mediation services.

Program/ Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments
Fair Housing (AFFH) Program (IFHMB)	CDBG	$22,000	100 persons	115 persons
Landlord/Tenant Mediation Services (IFHMB)	CDBG	$10,200	1,400 persons	1,037 persons
	TOTAL	**$32,200**		

FAIR HOUSING AND MEDIATION SERVICES PROGRAM

The City contracted with Inland Fair Housing and Mediation Board (IFHMB) to provide assistance to Ontario residents regarding fair housing and landlord/tenant mediation issues. IFHMB assisted and investigated (using HUD FHIP Guidelines) complaints from individuals with alleged discrimination actions. This program also educated the public on civil rights laws utilizing various mass media outlets.

During FY 2022-23, 115 persons were assisted through the fair housing component of this program. A total of 1,037 persons were assisted through the housing mediation component of this program. In addition, the following outreach efforts were completed: brochures/flyers were disseminated to Ontario public agencies and community groups; 0 persons attended community education programs presented by Inland Fair Housing and Mediation Board, fair housing radio programs and public service announcements were aired on KCAL AM & FM, KDIF, KWRN, KXSB, KXRS, KWRM (English/Spanish), KSZL, KLFE, KOLA and KGGI; and celebrated National Fair Housing Month in April 2023.

Actions to Affirmatively Further Fair Housing

IFHMB implemented several of the action steps identified in the City's Assessment of Fair Housing (AFH) (updated June 2020).

The AFH established the following goals to address contributing factors to fair housing issues:

1. Increase the supply of affordable housing in high opportunity areas;
2. Increase community integration for persons with disabilities; and

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3. Ensure equal access to housing for persons with protected characteristics who are disproportionately likely to be lower-income and to experience homelessness.

IFHMB conducts numerous workshops for property owners to provide education regarding requirements for reasonable accommodations and service/companion animals. The City will continue to work with IFHMB to provide additional educational resources to further educate property owners of their rights and responsibilities.

The AFH cites the need for additional affordable housing as another goal to address factors contributing to fair housing issues. Many factors inhibit the ability to provide affordable housing in Ontario including market and governmental constraints. These constraints may result in housing that is not affordable to low- and moderate-income households or may render residential construction of affordable housing economically infeasible for developers. Constraints to housing production significantly impact households with low- and moderate-incomes and special needs. Actions by local government may also impact the price and availability of housing in the City. Land use controls, site improvement requirements, building codes, development processing procedures, fees, and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

In addition to conducting the Assessment of Fair Housing and developing recommendations to address identified goals and priorities, HUD requires that each jurisdiction develop a plan to act on the recommendations, and maintain records reflecting the actions taken. The Fair Housing Guide published by HUD stipulates that, as part of the Fair Housing Action Plan, there should be a permanent structure established for fair housing oversight responsibilities. In the case of Ontario, the City's Housing Department is responsible for the oversight and record maintenance responsibilities for fair housing. The AFH states that as part of the City's annual performance report for its Consolidated Plan, the City will report on its actions to affirmatively further fair housing. The City also provides a summary of its Assessment of Fair Housing and a description of the actions taken during the past program year, along with any analysis of the impact of the action. The bulk of the City's fair housing activity is conducted by Inland Fair Housing and Mediation Board, a non-profit organization, with expertise in fair housing issues.

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PROGRAM AREA	SPECIFIC ACTION TAKEN	ACCOMPLISHMENTS
	ENFORCEMENT	
Counsel	1. Persons are counseled regarding their civil rights under both the Federal and State Fair Housing law.	115 clients served.
Investigate	1. Investigate discrimination. 2. Test for discrimination on bona fide complaint	115 clients served.
Mediation/ Conciliation	1. Mediate alleged cases of discrimination if appropriate.	1,037 clients served.
Referral	1. Refer cases to State Department of Fair Housing Employment & Housing, HUD Fair Housing, or appropriate attorney.	When appropriate.

PROGRAM AREA	SPECIFIC ACTION TAKEN	ACCOMPLISHMENTS
	EDUCATION	
Public	1. Free regional workshops 2. Course for high school seniors 3. Community events and presentations	Disseminated brochures/flyers. 0 persons attended fair housing workshops throughout the region.
Property Owners	1. Courses on Fair Housing for owners, property management companies, and on-site mangers. 2. Disseminate fair housing posters 3. Property management workshops	E-Mailed over 1,000 Fair Housing Quarterly Newsletters to Ontario rental owners and realtors in San Bernardino County.
Realtors	1. Provide workshops for the Association 2. Equal opportunity community technical advisor 3. Provide Fair Housing guest speakers for presentations	Offered homeownership classes.
Municipality	1. Provide fair housing seminars to appropriate staff 2. Provide technical assistance on housing issues	Staff participated in ongoing fair housing trainings.
Lenders	1. Fair lending technical advisor 2. CRA program development with lenders 3. HMDA analysis	Completed HMDA analysis. Developed and disseminated lender newsletter to discuss fair housing issues.
Newspapers	1. Review housing ads for discrimination 2. Provide workshops for classified department as requested.	Ongoing.
	OUTREACH	
Radio	1. Regular live hour shows aired on KCAL, KWRN, KDIF, KXSB, KXRS, KBTW, KWRM (English/Spanish), and KWRP. 2. Public service announcements (PSAs) for Fair Housing Workshops in all countywide stations	Completed on quarterly basis.
Television	1. Guest spots on local cable interview shows (Channel 24) 2. Public announcements for Fair Housing workshops in city cable station	A total of 11 Fair Housing cable releases were displayed throughout the region.
Public	1. Provide presentations to any civic or private agencies	Provided presentations to R.S.V.P Volunteers.
Brochure	1. Sent to public and private agencies for client referral 2. Fair Housing Quarterly Newsletter to property owners/management	E-mailed over 1,000 Fair Housing Quarterly Newsletters to owners throughout the region.
Newspaper	1. Advertising for fair housing workshops 2. Feature stories on fair housing month. 3. Community services feature articles.	Ongoing.

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G. PUBLIC HOUSING STRATEGY

Priority 1: Continue to support the ongoing efforts of the Housing Authority of the County of San Bernardino and the Ontario Housing Authority to maximize the use of rental assistance subsidies and other resources in the City.

Five-Year Objective: The City will pro-actively pursue opportunities to increase the number of federally allocated rental assistance subsidies.

Accomplishments: The City continued to work cooperatively with the Housing Authority of the County of San Bernardino (HACSB) during FY 2022-23. Listed below are the accomplishments of the HACSB:

Program/Project	Type of Assistance	Expenses	Annual Goal	Accomplishments
Housing Authority of the County of San Bernardino (Housing Choice Voucher Program)	HUD	$14,441,220	N/A	779 households assisted in Ontario
Housing Authority of the County of San Bernardino (Family Self-Sufficiency Program)	HUD	N/A	N/A	Seventeen (17) Ontario residents served
	TOTAL	**$14,441,220**		

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HOUSING AUTHORITY OF THE COUNTY OF SAN BERNARDINO (HOUSING CHOICE VOUCHERS)

The Housing Choice Voucher (HCV) Program provides a valuable resource for affordable housing. The HCV Program is a federally funded program that provides rental assistance to low-income individuals. According to the HACSB, there were approximately 779 HCV Program Families and 1,863 individual participants in Ontario during the reporting period.

The breakdown of the size of the units is listed in the table below:

Size of the unit	Number
Studio units	2
One-bedroom units	204
Two-bedroom units	421
Three-bedroom units	113
Four-bedroom units	35
Five-bedroom units	4
Six-bedroom units	0
TOTAL	**779**

In addition to the Ontario households served by the Housing Choice Voucher program, 56 additional Ontario households receive housing assistance payments through the Veterans Affairs Supportive Housing (VASH) program, Shelter Plus Care, and Housing Opportunities for Persons with Aids (HOPWA) programs. A total of 15 households are receiving VASH assistance in Ontario.

HACSB, in cooperation with their partner, Housing Partners I, Inc. also own and operate a total of 214 affordable housing units within Ontario. A listing of these units along with the type of housing assistance provided, and percentage of affordability is shown in the table below:

Address	# of Units	Housing Assistance	% of Affordability (Units restricted to households at or below 50% AMI)
713 North Vine Avenue	8	Project-Based Vouchers	100%
1520 East Fairfield Street	4	Project-Based Vouchers	100%
1307 West Stoneridge Court	3	Project-Based Vouchers	100%
1212 East Princeton Street	11	Project-Based Vouchers	100%
1102 West Bahia Court	3	Project-Based Vouchers	100%
1054 East Elma Court	2	Project-Based Vouchers	100%
1409 South Euclid Avenue	10	Project-Based Vouchers	100%
319 West Francis Street	6	Project-Based Vouchers	100%
323 West Francis Street	6	Project-Based Vouchers	100%
753 West Ralston Street	8	Project-Based Vouchers	100%
1206 West Fourth Street	78	Regulatory Agreement	Min. 20%
1130 West Fourth Street	75	Regulatory Agreement	Min. 20%

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HOUSING AUTHORITY OF THE COUNTY OF SAN BERNARDINO (FAMILY SELF-SUFFICIENCY PROGRAM)

The HACSB administered the Family Self-Sufficiency Program (FSS) within Ontario. During FY 2022-23, seventeen (17) Ontario residents were participating in this program.

The purpose of the Family Self-Sufficiency Program is to promote the development of local strategies to enable families receiving rental assistance to achieve economic independence and self-sufficiency. Through this program, HACSB staff worked closely with participants to connect families with available resources, including:

- Education referrals;
- Job interest and skills assessments;
- Job search training/job leads;
- Child care assistance referrals;
- Interest – bearing savings account;
- Enrichment programs for children;
- Budget/money management;
- Credit repair;

- Time management; and
- Car purchasing opportunities.

All interested participants sign a five-year contract with HACSB. During the term of their FSS contract, as their income increases with new employment an escrow account is established with the rental subsidy savings. If the participant fulfills the contract, which requires employment and independence from welfare, the escrow account is given to the successful participants.

H. LEAD HAZARD STRATEGY

Priority 1: Reduce the number of housing units with lead paint hazards through education, inspection, and rehabilitation.

Five-Year Objective: The City of Ontario Housing Department will assist households with the appropriate lead paint inspection, testing and abatement.

Accomplishments: The City of Ontario Housing Department informs residents of activities in any City-supported program involving the disruption of contaminated areas, which may involve the release of lead toxins. This policy applies regardless of whether or not there are children present in the household. Furthermore, City staff also monitors industry studies and reports that clarify the risks of exposure to lead based paint and methods to mitigate the impact.

All lead-based paint education, testing, and abatement are incorporated into the statistics as discussed in the Housing Strategy Section. The City does not track separately the numbers of lead-based paint abatement and testing.

I. COMMUNITY DEVELOPMENT STRATEGY

This section is a discussion of the priorities and corresponding activities, which address various community development and public service activities.

Priority 1: Provide for needed public infrastructure improvements in target lower and moderate-income neighborhoods.

Five-Year Objectives: The City will provide funds strategically to infrastructure projects that benefit low- to moderate-income areas and, where possible, coordinate with other programs for a targeted impact to neighborhoods.

Please note, unlike the other strategies, most of the Community Development goals do not have annual goals, rather the goal is the completion of the project. Therefore, the annual goal column has been deleted from the accomplishment table.

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Accomplishments: The City concentrated on infrastructure projects to improve the condition of low-income neighborhoods and increase the quality of parks and recreation facilities. The table below indicates the programs and projects implemented during FY 2021-22:

Program/Project	Source of Assistance	Expenses	Accomplishments
Community Block Wall Along Mountain Ave.	CDBG	$0	During FY 2022-23, the City continued to communicate to determine interest of affected owners. An architectural firm was contracted for structure design. The project is expected to be complete in FY 2023-24
OntarioNet Broadband Expansion	CDBG	$306,414	This project includes the expansion of the City-owned fiber optic network as formalized in the 2014 Fiber Optic Master Plan. Construction on the expansion began in FY 2022-23.
FY 2022-23 Pavement Management Rehabilitation Program	CDBG Gas Tax Measure I AD Admin **Subtotal**	$272,704 $388,695 $234,224 $591,836 **$1,487,459**	During the FY 2022-23, the project was bid and a contract was awarded to Pavement Coatings, Co. in July 2022. Construction began in September 2022 and was completed in January 2023. The contract included the maintenance of approximately 160,000 square yards of asphalt roadway.
FY 2022-23 Alley Pavement Management Program	CDBG Gas Tax Measure I **Subtotal**	$574,971 $0 $0 **$574,971**	During the FY 2022-23, The project was bid, and a contract was awarded to Wheeler Paving, Inc. in February 2023. The project was completed in June 2023
FY 2020-21 and FY 2021-22 LED Light Conversion Project	CDBG	$50	Funding for the FY 2020-21 project was rolled over to the FY 2021-22 LED streetlights project. Engineering conducted environmental assessments and awarded an initial construction contact of $167,028 on April 21, 2022 to California Professional Engineering Inc. to install 12 new street lights with LED fixtures. Construction was completed in November of 2022.
Wheelchair Ramp Installation	CDBG	$171,500	The Parks and Maintenance Department constructed a total of 36 wheelchair ramps and adjoining sidewalks.
	TOTAL	**$2,238,968**	

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COMMUNITY BLOCK WALL ALONG MOUNTAIN AVENUE

The project will require affected property owners to sign an easement to allow for the required Planning and Building provisions for the wall and associated landscaping. This project will reduce blight on a main thoroughfare in a target neighborhood. During FY 2019-20, the City surveyed property owners who would be impacted by the construction of the Community Block Wall to determine interest in participation. During FY 2021-22, the City continued to communicate to determine interest of affected owners. An architectural firm was engaged and preliminary wall designs were drafted.

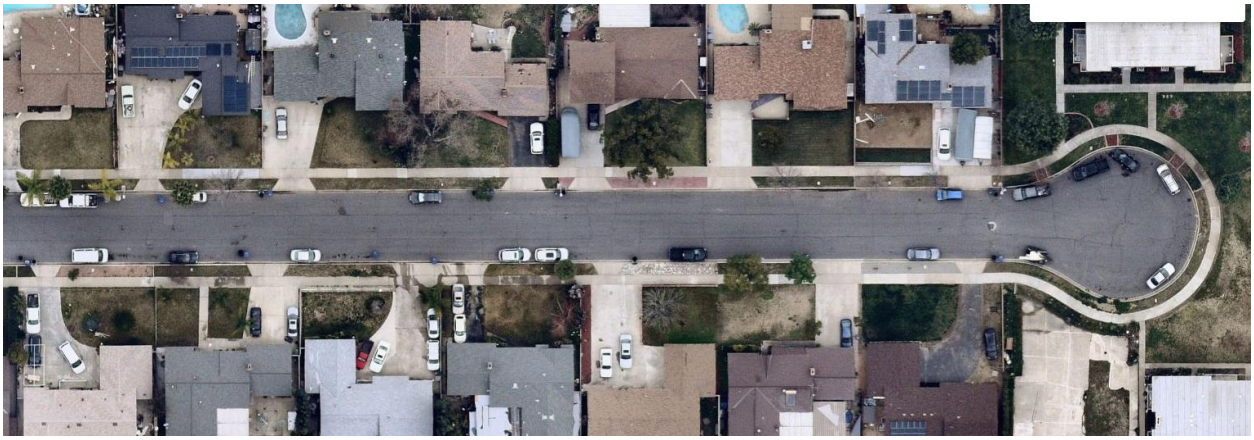
ONTARIONET BROADBAND EXPANSION

This project includes the expansion of the City-owned fiber optic network as formalized in the 2014 Fiber Optic Master Plan. The construction and operation project will build upon the execution of Phase I by extending the westerly backbone ring as a middle-mile segment in support of delivering last-mile Fiber-to-the-Home (FTTH) and wireless high-speed broadband services. The project consists of 7.7 miles of 864 count fiber optic cable, 3.8 miles of 144 count fiber optic cable, 136 handholes, and 40 splice enclosures. The backbone infrastructure is critical to connecting residents within the identified CDBG qualified block groups with competitive broadband services as a lifeline to education, telework, telehealth, social engagement, and human advancement in the 21st century. Construction on the expansion began in FY 2022-23.

FY 2022-23 PAVEMENT MANAGEMENT REHABILITATION PROGRAM

This project provided for pavement rehabilitation in various low- and moderate-income areas throughout Ontario to extend the service life of the asphalt concrete pavement by an estimated 10 to 15 years by installing a Rubberized Modified Slurry Seal. During FY 2022-23, bids were solicited for the project and a contract was awarded to Pavement Coatings Co. in July 2022. Construction began in September 2022 and was completed in January 2023. The contract included the rehabilitation of over 160,000 square feet of asphalt roadway.

FY 2022-23 Vesta Street Pre-Construction



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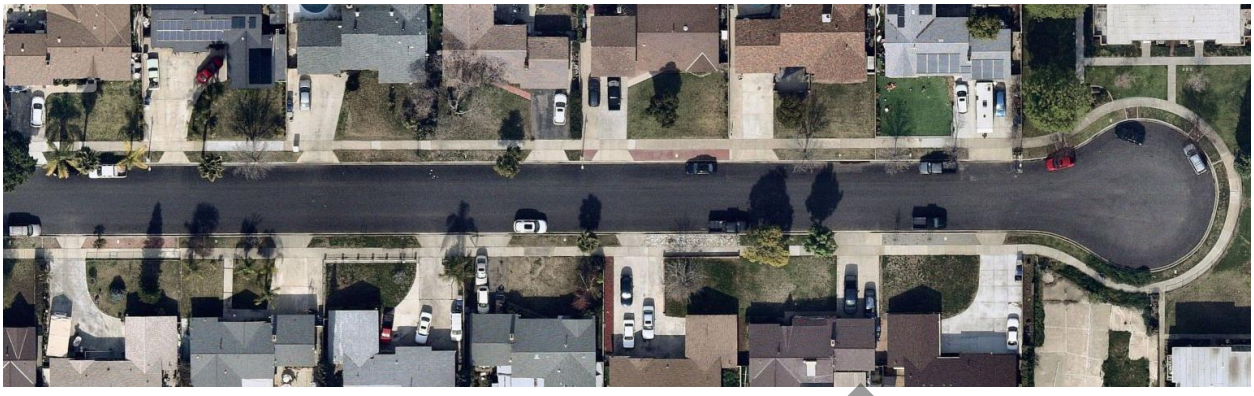
FY 2022-23 Vesta Street Post-Construction



FY 2022-23 ALLEY PAVEMENT MANAGEMENT PROGRAM

The Alley Pavement Rehabilitation Program provided for major alley improvements in low- and moderate-income areas that will extend the useful life of the alley surface for 20 to 30 years. The project was bid, and a contract was awarded to Wheeler Paving, Inc. in February 2023. The project was completed in June 2023.

The Alley Rehabilitation Project will include the complete removal and replacement of the asphalt surface. A concrete ribbon gutter will be constructed to guide surface water away from the alley surface. Prior to improvement, the alleys have very poor drainage which allows standing water to create damage.

The location of the alleys improved were located south of D Street and north of Stoneridge Court between Mountain Avenue and Elderberry Avenue, south of Granada Court and north of H Street between Campus Avenue and Berlyn Avenue and south of State Street and north of Park Street between Vine Avenue and Laurel Avenue. It is estimated that 50 homes and 7 apartment buildings will benefit from these alley improvements. This project is also an aesthetic infrastructure improvement for the entire neighborhood with new asphalt and concrete pavement, no standing water and smooth driving surface.

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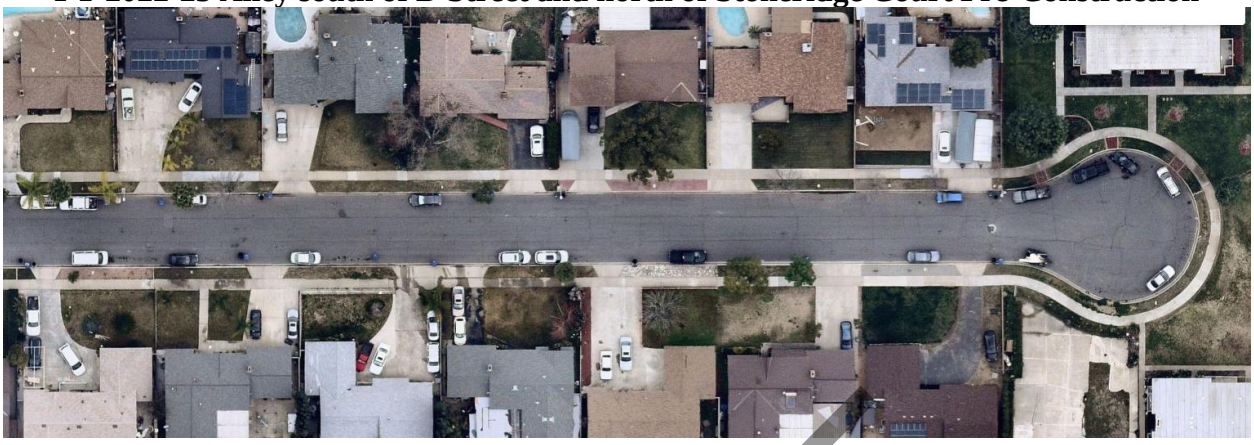
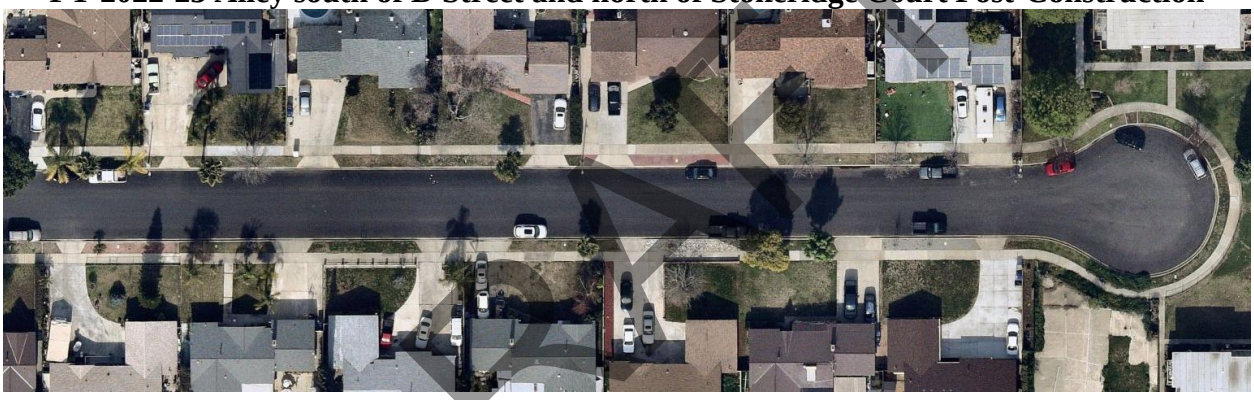
FY 2022-23 Alley south of D Street and north of Stoneridge Court Pre-Construction



FY 2022-23 Alley south of D Street and north of Stoneridge Court Post-Construction



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FY 2020-21 and FY 2021-22 LED LIGHT CONVERSION PROJECT

The LED Light Conversion project includes the conversion of existing streetlights throughout the CDBG-eligible areas to LED streetlights. The FY 2020-21 LED Light Conversion Project program was combined with the FY 2021-22 LED Light Conversion Project program.

The project was completed in November 2022.

WHEELCHAIR RAMP INSTALLATION

The Parks and Maintenance Department constructed a total of 25 wheelchair ramps and adjoining sidewalks as part of the FY 2022-23 CDBG Wheelchair Ramp Installation project. The work was performed at various locations throughout the City of Ontario. The locations were selected to help ensure compliance with new Federal Highway Administration mandates requiring wheelchair ramp installation and ADA upgrades for all streets on the minor overlay program. The project was successfully completed prior to June 30, 2023.

Priority 2: Provide for new community facilities and improve the quality of existing community facilities to serve lower- and moderate-income neighborhoods.

Five-Year Objectives: Within five years, the City will fund park enhancements and community facility improvements as funding permits.

Please note, unlike the other strategies, most of the Community Development goals do not have annual goals, rather the goal is the completion of the project. Therefore, the annual goal column has been deleted from the accomplishment table.

Accomplishments: The City completed improvements to several parks and continues to plan work to improve parks and community facilities. The table on the following page indicates the programs and projects implemented during FY 2021-22:

Program/Project	Source of Assistance	Expenses	Accomplishments
John Galvin Park Restroom Rehabilitation	CDBG	$550,072	During FY 2022-23, JCOS Development Inc. was awarded a contract for the replacement of an existing restroom with a prefabricated restroom that will present a safer and improved restroom facility for park users. The prefabricated restroom was ordered and construction is estimated to be complete in December 2023.
Sam Alba Park Restroom Rehabilitation	CDBG	$16,848	During FY 2022-23, a bid package was prepared for the architectural plans were prepared for this project that will replace the existing restroom with a prefabricated restroom that will present a safer and improved restroom facility for park users.
	TOTAL	**$566,920**	

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JOHN GALVIN PARK RESTROOM RENOVATION

This project includes demolition and removal of the existing restroom structure and installation plus reposition of a new prefabricated restroom. The existing restroom entrance is positioned facing south which creates visibility issues from the nearest street. The new restroom entrance will face east and provide better visibility for the Ontario Police Department to enhance safety while park users are utilizing the restrooms.

During FY 2022-23, a contract was awarded to JCOS Development Inc. Construction is expected to be completed in December 2023.

SAM ALBA PARK RESTROOM RENOVATION

This project includes the demolition of the existing restroom and installation of a new prefabricated restroom. In addition, repair and/or replacement of any necessary utility infrastructure will be addressed.

During FY 2022-23, plans were drawn and bid package was prepared for release in early Fall 2023. Construction is expected to be completed in late Spring 2024.

Priority 3: Provide needed community services to serve lower- and moderate-income residents.

Five-Year Objectives: The City shall support public service programs that serve low- and moderate-income individuals

Accomplishments: The City implemented and funded a variety of public service activities to improve the condition of low-income neighborhoods and increase the quality of life throughout the City. The primary target group of the public service activities was for neighborhood enhancement and youth activities. These activities are listed in the table on the following page:

Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments	
				Unduplicated	New & Repeat
Child Care Subsidies	CDBG	$22,000	70 youths	112 youths	18
	TOTAL	**$22,000**			

CHILD CARE SUBSIDIES (ONTARIO-MONTCLAIR YMCA)

The Ontario-Montclair YMCA provided before and after school childcare programs to 112 unduplicated school aged children from low- to moderate-income families. Program clients are provided with childcare before school, delivered to school, picked up after school, and transported to school sites in the afternoon. When school is not in session, services are provided for the entire day.

Priority 4: Expand the City's economic base and promote greater employment opportunities.

Five-Year Objectives: The City will support programs to support local businesses and promote more employment opportunities for low- to moderate-income persons.

Accomplishments: Downtown Ontario has undergone significant revitalization, which introduced new "urban" housing types and community space. The primary objective was to develop high quality mixed-use housing developments consisting of market rate and affordable multi-family (for-sale and rental), senior housing, and retail. Components of this revitalization are planned for future development pending identification of funding sources for these projects.

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Program/Project	Type of Assistance	Expenses	Annual Goal	Annual Accomplishments
Downtown Storefront Façade Improvement Program	CDBG	$25,000	4 businesses	During FY 2022-23 five (5) qualified applicants participated in the program.: Holt x Palm, Euclid Loan Pawn Shop, Gloria's Cocina Mexicana, Lavish Oak, and Ontario Veterinary Hospital. Of these, Holt x Palm has completed all rehabilitation work. All other qualified applicants are expected to complete rehabilitation work in FY 2023-24.
Mission & Mountain Storefront Façade Improvement Program	CDBG	$0	4 businesses	During FY 2022-23, the City continued to work with property owners to facilitate program participation.
	TOTAL	**$25,000**		

DOWNTOWN STOREFRONT FAÇADE REVITALIZATION PROGRAM

During FY 2019-20, as part of the City's continuous efforts to revitalize the Historic Downtown Area, the Economic Development Department put together the CDBG-funded Downtown Storefront Façade Revitalization Program. This program provides a financial incentive for property owners and tenants to renovate commercial building façades within the City's downtown area by providing a 1:1 match of the amount put into the renovation by the tenant up to $25,000. Eligible improvements include the removal of old signs and awnings, exterior painting, repair and replacement of exterior siding, installation of new doors to meet ADA accessibility requirements, the installation of anti-graffiti display windows, installation of canvas awnings, and the installation of permanent hard landscaping.

During FY 2022-23 five (5) qualified applicants participated in the program.: Holt x Palm, Euclid Loan Pawn Shop, Gloria's Cocina Mexicana, Lavish Oak, and Ontario Veterinary Hospital. Of these, Holt x Palm has completed all rehabilitation work. All other qualified applicants are expected to complete rehabilitation work in FY 2023-24.

MISSION & MOUNTAIN STOREFRONT FAÇADE REVITALIZATION PROGRAM

The City of Ontario in its continuing effort to support the revitalization of aging commercial centers has created a Façade Improvement Program for all property owners within the program target area near the intersection of Mountain Avenue and Mission Boulevard. The maximum program grant amount per applicant is $25,000 per property owner and $5,000 per business owner. Qualified applicants will be required to contribute a 1:1 leverage of personal funds towards the approved improvements.

During FY 2022-23, Economic Development worked with eligible property owners to facilitate program participation. No applications have been finalized to date; however, property owners and

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tenants have submitted their list of improvements and staff is currently identifying what would qualify for matching funds within the program. Funding should begin to be allocated in 2024.

OTHER ECONOMIC DEVELOPMENT ACCOMPLISHMENTS

The primary goal of the Ontario Economic Development Agency is to create, maintain, and grow the economic value of the City. The Agency's goal is implemented through programs in Business Attraction, Business Retention & Expansion, Workforce Development, Redevelopment and Project Management.

Business Attraction

Much of the Agency's Business Attraction efforts center on developing and maintaining relationships with real estate executives, site selectors, investors, and business owners through business visits, attendance at conferences, trade shows, and professional associations. With the creation of Federal Opportunity Zones, the Agency is working with the County of San Bernardino to attract new property and business investment key areas of the City, including Holt Boulevard, the Airport, Downtown and the Convention Center District.

Business Retention and Expansion

At the heart of the City's Business Retention and Expansion efforts is the Business Retention Committee, a collaboration between the City of Ontario and Greater Ontario Business Council. Other Agency efforts included one-on-one visits with businesses, quarterly industry specific workshops, and partnerships with key community partners on workforce development trainings. In addition to these efforts, staff produces the monthly Made in Ontario Business Series, highlighting prominent local businesses.

In collaboration with the County of San Bernardino Workforce Development Department (WDD) and funded through the Transformative Climate Communities (TCC) Grant initiative, the Agency has established a satellite workforce services office in the City Library to provide job training and placement assistance for Ontario residents. In addition, the Agency continues to play a part in encouraging all Ontario students to pursue higher education after high school by providing a scholarship program paying for two years of community college for recently graduated high school residents of Ontario.

As efforts in the Euclid Avenue District continue to develop, the Agency focuses efforts on strategic property acquisitions to further develop this area and drive visitors and foot traffic back to Euclid Avenue. Economic Development has been working closely with regional agencies to spark innovation and create a business incubator, accelerator, and co-working office that brings entrepreneurs and startups to Downtown. The agency has also been strategically acquiring properties in Downtown for the purpose of creating new residential, retail and restaurant development. In addition, The Agency is working closely with Chaffey Community College for the construction of an Ontario Campus on Euclid Avenue. The Agency partnered with New City

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America to establish the Downtown Ontario Improvement Association, which has already been very active in the beautification and revitalization of Downtown.

Corporate Branding and Marketing

The Agency prepared for the annual State of the City: Business Leadership Symposium, which typically attracts nearly 1,000 business, development, and real estate executives throughout Southern California. Due to the coronavirus pandemic this year's event was held virtually and the videos created for the event were shared on the City's website. Staff also continued to promote the City's brand to national and global audiences through print, digital, and social media platforms.

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III. CONTINUUM OF CARE

This section contains the following elements:

A. An overview of homeless issues
B. Gaps in the Continuum of Care
C. Resource Leveraging
D. ESG Match Requirements

A. HOMELESS ISSUES OVERVIEW

The City supported a variety of activities to address the needs of homeless persons and the special needs of persons that are not homeless but require supportive housing and special assistance. Each activity was specifically selected for funding through CDBG, CDBG-CV, HOME, ESG and ESG-CV programs to address steps along the Continuum of Care.

This region has number of organizations, which serve both the general homeless population and specific special segments within the homeless community. In developing the funding allocations, the City supported a diverse selection of providers and cultivated cooperation among those groups in the delivery of their services.

In 2005, the City adopted a Continuum of Care program and has worked cooperatively with Mercy House Living Centers, Mercy House CHDO, Inc., the Ontario Housing Authority, the Housing Authority of the County of San Bernardino, and the County of San Bernardino Department of Behavioral Health to implement the Continuum. The following components have been implemented as part of the Continuum:

- Ontario Access Center – a full-service intake center providing emergency supplies, basic need items, restroom and shower facilities, laundry facilities, and day storage lockers.

- Assisi House – a transitional housing services program that serves single men, single women, and single mothers.

- Permanent Housing Units – a total of 62 affordable housing units were acquired and rehabilitated to be used as part of the Continuum. These units are at the following locations: 307-309-311 West Francis Street (15 units), 411/412 North Parkside Avenue (15 units), 209 North Begonia Avenue (4 units), 216 North Begonia Avenue (4 units), 217 North Begonia Avenue (4 units), 222 North Begonia Avenue (4 units), 223 North Begonia Avenue (4 units), 228 North Begonia Avenue (4 units), 231 North Begonia Avenue (4 units), and 305 North Begonia Avenue (4 units). These units provide a range of affordability levels for tenants.

- Project Gateway – Funded through the former Shelter + Care Program, this program provides up to 12 Supportive Housing Program (SHP) Vouchers to be used at permanent housing units that are part of the Continuum.

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- Aftercare Services Program – Graduates of the Assisi House program, Project Gateway clients, and residents of the Continuum's permanent housing units are provided with case management and counseling services as needed.

- ESG-CV Emergency Rent and Utility Assistance Program – This program assists Ontario residents at risk for homelessness by providing prospective and deferred rent and utility payments for very low-income households. The program will provide qualified applicants up to six months of assistance with a maximum financial benefit of $15,000 per household.

- Enhanced Ontario Access Center Hours – City General Funds were used to allow hours at the Ontario Access Center to increase from 16 hours a week to over 40 hours a week, including hours on Saturdays.

- CDBG Motel Voucher Program - The City will issue motel vouchers to individuals and families experiencing homelessness. The program will provide an opportunity to connect recipients to other homeless services offered by the Continuum of Care.

The City of Ontario also works in conjunction with the San Bernardino County Continuum of Care. Ontario staff are active participants in the San Bernardino County Homeless Provider Network's West Valley Regional Steering Committee and on its Homeless Strategic Plan steering committee.

Listed in the table on the following page is a summary of the programs available to assist individuals and families transition to permanent housing:

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TABLE 6
CONTINUUM OF CARE

Continuum of Care	Program	Services Provided
OUTREACH AND INTAKE ↓	Ontario Access Center	Referral service, emergency housing vouchers, food, clothing, restrooms, telephone, showers, laundry facility, day storage lockers, and items to meet basic needs.
	SOVA Hunger Center	Food, service referral database, emergency and transitional shelters information and referrals, and client service.
	House of Ruth	Emergency and transitional shelter services, client service, domestic violence counseling, and childcare.
TRANSITIONAL HOUSING Mental Health; Job Training; and Independent living skills ↓	Mercy House – Assisi House	Facility and program provides assistance to homeless families to overcome problems and conditions causing homelessness, life skills education, budgeting, parenting education, day care, and family support.
	House of Ruth	Provides shelter and special services for victims of domestic violence.
PERMANENT AND SUPPORTIVE HOUSING Substance abuse; Family support; and Education	Multi-Family Housing/Section 8; Multi-Family Housing Rehabilitation and New Construction Program; Community Housing Development Organizations (CHDOs) Housing Program	Rental housing vouchers and affordable housing units. Home-ownership assistance for low and moderate-income families.
	Mercy House – Continuum of Care; Tenant Based Rental Assistance Program	Permanent affordable housing units with after-care services to assist formerly homeless individuals and families retain permanent housing. In addition, 12 project-based Supportive Housing Program vouchers are available for use in Continuum of Care properties. Tenant Based Rental Assistance (TBRA) Program targeted at Ontario's homeless population provides 12 months of rental subsidy to qualified households with a maximum financial benefit of $30,000 per year. TBRA vouchers can be renewed for additional 12-month periods based upon ongoing eligibility at renewal.

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B. GAPS IN THE CONTINUUM OF CARE

In May 2005, the City approved the Mercy House Continuum of Care to address identified gaps in the delivery of homeless services including emergency beds and transitional housing for single men, single women, and single women with children. As of FY 2013-14, all the components included in the Continuum had been completed. Mercy House Living Centers operates the Ontario Access Center and a transitional housing facility that provides beds for single men, single women, and single mothers. Working in cooperation with the Ontario Housing Authority, Mercy House Living Centers, and Mercy House CHDO, Inc., 62 units of permanent affordable housing have been developed as part of the Continuum of Care. Mercy House provides aftercare services to both the graduates of their transitional housing program and the residents in the permanent affordable housing units.

The Ontario Access Center was completed in December 2013 and began operating in January 2014. The Ontario Access Center provides restrooms, shower facilities, laundry facilities, storage lockers, and other items to meet the basic needs of Ontario's homeless population.

In addition, as discussed earlier, the City, in conjunction with the Ontario Housing Authority, Mercy House Living Centers, Inc., the HACSB, and the County of San Bernardino Department of Behavioral Heath, began implementing Project Gateway, a Supportive Housing Program (SHP), during FY 2011-12. Project Gateway was designed to meet the needs of the hard-to-reach homeless population with disabilities (primarily those with mental illness), which was an identified gap in the Continuum. During this reporting period 13 households consisting of 18 persons were assisted through this program. In addition, during this reporting period, the City worked in cooperation with Mercy House Living Centers, the HACSB, and the County of San Bernardino Department of Behavioral Health to renew the Project Gateway program. The original contract expired September 30, 2021 and the renewal will extend the program through September 30, 2026.

The SHP provides rental subsidies and supportive services on a long-term basis for homeless persons with disabilities and their families who are living in places not intended for human habitation (e.g., streets) or in emergency shelters.

Homeless individuals and families participating in Project Gateway can rent an apartment unit within the Continuum of Care permanent housing inventory and are provided with a range of supportive services through Mercy House Living Centers, Step Up on Second, and the County of San Bernardino Department of Behavioral Health. Up to 12 units are available within the permanent housing units that have been acquired as part of Ontario's Homeless Continuum of Care.

C. RESOURCE LEVERAGING

Homeless and near homeless persons in Ontario experience a variety of mental, physical, and economic challenges. The strategy for addressing the needs of this population includes supporting a diverse set of programs and projects from a variety of funding sources. While the City's ESG

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program is designed for homeless activities, CDBG and local resources are also employed to augment these funds. The Mercy House Continuum of Care has been designed to leverage resources. The City made a commitment in FY 2005-06 of $3,072,637 ($734,021 of CDBG funds, $61,848 of ESG funds, $1,791,768 of HOME funds, and $485,000 of local set-aside funds) to fund the Continuum. Additional funds have been added to this original commitment since FY 2005-06.

D. ESG MATCH REQUIREMENTS

Federal Emergency Solutions Grant regulations require organizations receiving ESG funds to match their allocation with funds from other sources. The table below identifies each organization and program allocated ESG funds, the amount of the allocation, and the sources and types of matching resources used during this reporting period:

Program/Project	Source of Assistance	Expenses	Match Amount	Match Source
Mercy House Ontario Continuum of Care	ESG	$124,147	$124,147	Program fees and rents
			$124,147	**Total**
Services for Battered Women and Children	ESG	$12,600	$12,600	In-Kind Donations
			$12,600	**Total**
	TOTAL	**$136,747**	**$136,747**	

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IV. HOME-FUNDED HOUSING ACTIVITIES

NOTE: This section primarily focuses on HOME-funded activities. These activities are also discussed in the Housing Strategy Section. Please refer to the housing priorities and accomplishments for a discussion of additional housing related issues.

This section contains the following elements:

HOME-Funded Activities
A. HOME Match Requirements
B. HOME Inspections and Monitoring

A. HOME-FUNDED ACTIVITIES

HOME funds may be used for a variety of programs and projects to increase the supply and quality of affordable housing. The City participates in the HOME program by using these funds for affordable residential rehabilitation projects and to support Community Housing Development Organizations. Qualitative assessments and analyses are presented for each of the topics listed below:

1. HOME-funded program performance in terms of the Consolidated Plan and Action Plan
2. Community Housing Development Organizations
3. Affirmative marketing and minority outreach

The narrative portions of this section are augmented by additional standard HUD reports.

1. Consolidated Plan and Action Plan

The City is required to assess the success of HOME activities in achieving the objectives identified in the Five-Year Consolidated Plan. An analysis of the distribution of HOME funds among the Consolidated Plan's several categories of housing needs is also required. Three affordable housing objectives were presented in the Consolidated Plan's five-year strategy:

1. Expand affordable rental housing opportunities, particularly for low-income persons;
2. Create new, preserve, and rehabilitate existing rental and owner-occupied housing units; and
3. Increase affordable homeownership opportunities, particularly for low- and moderate-income persons.

The Consolidated Plan identified rental households earning less than 50 percent of the area median income (AMI) as experiencing the greatest number of problems. Very low-income renters experience significantly higher incidences of housing problems. According to HUD provided 2011-15 CHAS data, 57.51% of renter-occupied households earning less than 50% of AMI experience one or more housing problems. To address this problem, the City implemented the following projects:

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Guadalupe Residence (411 North Parkside Avenue) – This eight-unit apartment building is located at 411 North Parkside Avenue. The units are all four-bedroom apartments. All eight units have been designated as HOME-assisted units, with three units being reserved for very low-income tenants (at or below 50% of area median income) and five units restricted to low-income tenants (at or below 80% of area median income). During FY 2017-18, a HOME Program Participation Agreement was executed among the City, Mercy House CHDO, Inc., and the Ontario Housing Authority for the sale and rehabilitation of the property. This property was originally transferred to the Ontario Housing Authority as part of the dissolution of redevelopment agencies throughout California. Mercy House CHDO, Inc. is purchasing the property from the Ontario Housing Authority and the sale proceeds from this project will be used to fund another affordable housing project with units restricted to extremely low- to low-income households (30% - 60% AMI). The purchase was completed in February 2018. During FY 2022-23 the City worked with HUD to convert the project to acquisition only. Pending approval for the change in project nature, the project will be deemed complete in FY 2023-24.

The needs analysis presented in the Consolidated Plan also identified: (1) over payment for housing and (2) deteriorating housing quality as two issues impacting the supply of owner-occupied units. Specifically, the Consolidated Plan suggested providing assistance with home repairs as a method for addressing the negative impacts of over payment since homeowners could not afford to maintain their units. During FY 2022-23, the City continued its effort to replace a dilapidated wall along Mountain Avenue that that impacts r homeowner rehabilitation opportunities through the Conservation Home Improvement Program (CHIP Loan) which provides qualified homeowners with a deferred loan to make needed home repairs.

In addition, the following activities were funded with HOME resources during the reporting period:

HOME General Administration - The City expended $98,170 of HOME administrative funds for administrative costs associated with the implementation of HOME programs and activities.

1. Community Housing Development Organizations (CHDOs)

   During FY 2016-17, the City executed a HOME Program Participation Agreement with Mercy House CHDO, Inc. and the Ontario Housing Authority for the sale and rehabilitation of 411 N. Parkside Ave. During FY 2017-18, escrow closed transferring the property to Mercy House CHDO, Inc. and changing the affordability restrictions on this property from seven (7) units restricted to moderate-income households (at or below 120% AMI) and one (1) property manager's unit to four (4) units restricted to low-income households (at or below 80% AMI), three (3) units restricted to very low-income households (at or below 50% AMI), and one (1) property manager's unit.

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2. Affirmative Marketing and Minority Outreach

Pursuant to HUD regulations, each participating jurisdiction is required to adopt affirmative marketing procedures and requirements for housing projects containing five or more HOME-assisted housing units. During FY 2022-23, the property management companies of projects containing five or more housing units assisted with HOME funds complied with the affirmative marketing and minority outreach plan.

Currently, the projects that trigger affirmative marketing procedures are Mountain View Senior Apartments – Phases I and II, City Center Senior Apartments, Palm Terrace I and II (formerly Ontario Senior Housing/D Street Housing), Guadalupe Residence (411 and 412 N. Parkside Ave.), and Francis Street Apartments. Mountain View Senior Apartments – Phase I has 11 rental units that have been assisted utilizing HOME funds. Mountain View Senior Apartments – Phase II has 11 rental units that have been assisted utilizing HOME funds. Palm Terrace I (formerly Ontario Senior Housing) has 90 rental units that have been assisted utilizing HOME funds. Palm Terrace II (formerly D Street Senior Housing) has 47 rental units that have been assisted utilizing HOME funds. The City Center Senior Apartments has 11 rental units that have been assisted utilizing HOME funds. Guadalupe Residence (411 and 412 North Parkside Avenue) has 14 units that have been assisted utilizing HOME funds. The Francis Street Apartments have 10 units that have been assisted utilizing HOME funds.

Although not required by HOME regulations, the Ontario Housing Authority has opted to apply affirmative marketing policies to the HOME-assisted properties at 217, 222, 223, 228, 231, and 305 North Begonia Avenue. These individual four-unit properties on Begonia Avenue (217, 222, 223, 228, 231, and 305) have a total of 16 rental units that have been assisted utilizing HOME funds.

The City continues to monitor all projects that trigger affirmative marketing procedures. The ethnic breakdown of the persons in occupied units for all projects is listed in the following table:

Race/Ethnicity ***(information limited to households at or below 80% of median income)***	**# Total**	**# Hispanic**
White	207	245
Black/African American	50	0
Asian	67	1
American Indian/Alaskan Native	2	2
Native Hawaiian/Other Pacific Islander	9	0
American Indian/Alaskan Native & White	2	0
Asian & White	0	0
Black/African American & White	4	0
American Indian/Alaskan Native & Black/African American	0	0
Other Multi-Racial	89	74
TOTAL	**430**	**322**

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In addition, minority-owned businesses (MBE) and women-owned businesses (WBE) are encouraged to participate in HOME funded projects. The City updates and distributes contractor materials to promote contractor interest.

No construction contracts utilizing HOME funds were awarded by the City of Ontario during FY 2022-23.

B. HOME MATCH REQUIREMENTS

HOME regulations require participating jurisdictions (PJs) to provide match in an amount equal to but not less than 25 percent of the total HOME funds drawn down for project costs. HOME match is a permanent contribution to affordable housing efforts. In accordance with 24 CFR 92.222 of the HOME Program Regulations, HUD granted the City a match reduction for HOME funds because the City had been designated as a fiscally distressed community. The City received a 100% reduction of match for the following fiscal years: FY 2003-04, 2004-05, 2005-06, 2006-07, 2007-08, 2008-09, 2009-10, 2010-11, and 2011-12. The City received a 50% reduction of match for FY 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18, 2018-19, 2019-20, 2020-21, 2021-22, and FY 2022-23.

During FY 2022-23, no HOME funds were drawn down.

As reported in the FY 2021-22 CAPER, the City had an excess HOME match that was carried over to FY 2022-23 in the amount of $370,080.04. The table below identifies the excess match from the prior fiscal year, current match contribution, total match available, match liability for the current fiscal year, and excess match carried over to the next fiscal year.

Fiscal Year Summary (FY 2022-23)	Match Amount	
Excess Match from Prior Federal Fiscal Year	$370,080.04	
Match Contribution During Current Federal Fiscal Year	$0.00	
Total Match Available for Current Federal Fiscal Year		$370,080.04
Match Liability for Current Federal Fiscal Year		$0
Excess Match Carried Over to Next Federal Fiscal Year		$370,080.04

C. HOME INSPECTIONS AND MONITORING

During FY 2022-23, the City continued the performance of inspections and monitoring of previously funded HOME projects. The following is a summary of projects that were required to be inspected based on the requirements of Section 92.504(d) and the status of the monitoring review:

- Guadalupe Residence (411 and 412 North Parkside Avenue) – Inspections and monitoring completed in March 2022. There are outstanding compliance deficiencies that are being addressed by the owner Mercy House Living Centers and Mercy House CHDO, Inc. Monitoring

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reinspections were conducted in June 2022 and all deficiencies were corrected. The monitoring review is complete.

- Palm Terrace I – Inspections and monitoring completed in April 2023. There are no outstanding deficiencies.

- Palm Terrace II - Inspections and monitoring completed in April 2023. There are no outstanding deficiencies.

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V. PROGRAM REQUIREMENTS

This section is an analysis of the City's capacity to implement federally funded housing and community development programs and projects. There were three types of program administration activities conducted during this period. This analysis will be organized around each of these activities.

A. PLANNING

The planning activities for FY 2022-23 began in October 2021. Starting the process early provided time for workshops, meetings, hearings, and opportunities for public participation. A community forum/public hearing was conducted to obtain public input on the plan and proposed projects. The plan was prepared and drafts were made available for public review for 30 days. On June 21, 2022, the City Council approved the FY 2022-23 One-Year Action Plan and directed staff to send the final plan to HUD for review and approval.

The programs selected to receive allocations of CDBG, ESG, and HOME funds each supported a HUD-defined national objective and met the regulatory requirements for eligibility. Additionally, these programs served low-income persons, sought to eliminate blighting conditions, and provided economic opportunities for Ontario residents.

During the Action Plan preparation process, City staff met or exceeded all regulatory requirements for public participation. Please refer to the following table for the dates and activities during the preparation of the FY 2022-23 One-Year Action Plan:

Date	Activity
January 6, 2022 and January 13, 2022	Published legal ad in Daily Bulletin – Public Hearing/Community Forum to be held on January 19, 2022
January 19, 2022	Public Hearing/Community Meeting (via Zoom webinar due to the coronavirus pandemic)
March 11, 2022 and March 18, 2022	Published legal ad in Daily Bulletin – Public Hearing/Community Forum to be held on March 24, 2022
March 24, 2022	Public Hearing/Community Meeting (via Zoom webinar due to the coronavirus pandemic)
March 25, 2022	Published legal ad – Notice of 30 day Public Review for FY 2022-23 One Year Action Plan
March 25, 2022 – May 2, 2022	Public Review period
May 3, 2022	City Council approval of the FY 2022-23 One Year Action Plan

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B. ADMINISTRATION

During FY 2022-23, the City expended $439,924.30 to administer the CDBG program, $98,170.12 to administer the HOME Program, and $5,144.87 to administer the ESG program.

The administration activities conducted during this period included preparing environmental review materials, preparing and executing contracts with non-City subrecipients, preparing and executing Memorandums of Understanding with City subrecipients, and monitoring program performance. Prior to the execution of contracts and drawing down funds for any new project, City staff conducted detailed analysis regarding any potential environmental impacts from federally funded projects. This analysis is prepared in compliance with federal regulations and documentation for each project is kept on file. In some cases, additional review and specific requests for funding releases were required. In these instances, staff ensured that the proper notifications were published in the local newspapers and additional certifications are sent to HUD for review and approval. Contracts with non-City subrecipients are prepared in accordance with federal requirements. Specific language regarding scope of services, payment, procurement, non-discrimination, and progress reporting, along with other requirements were included in each contract.

During FY 2022-23, subrecipients submitted monthly progress reports and requests for reimbursement. These reports included statistical information on the number and types of clients served, and narrative sections describing the activities conducted. City staff reviewed each report to ensure the timely implementation of the subrecipient's program. Subrecipients were also required to document expenditures for which they sought reimbursement. City departments conducting federally funded activities also submitted progress reports.

City staff resumed it's field monitoring of subrecipients during FY 2022-23, after being previously unable to as a result of the coronavirus pandemic. The City's monitoring process was developed in conjunction with the City's internal audit division to ensure compliance with City and federal OMB regulations. Field monitoring materials were designed to satisfy federal requirements. Results from the field auditing showed that the subrecipients complied with HUD regulations and implemented their respective programs in a timely and effective manner. The administrative process developed by City staff to chart the progress of each program and ensure regulatory compliance provided effective accounting of CDBG, ESG, and HOME resources, and their use supporting programs which addressed housing and community development needs.

C. REPORTING

Reporting activities were conducted throughout FY 2022-23 and concluded with the preparation of the CAPER. The single most important issue related to program reporting was the continued implementation of the Integrated Disbursement and Information System (IDIS). During FY 2022-23, City staff used IDIS and SAGE HMIS systems to document the performance and submit required reports of each active project funded through the CDBG, CDBG-CV, ESG, ESG-CV, and HOME programs. Performance information was loaded into IDIS on a regular basis throughout

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the year. At the end of FY 2022-23, final program statistics and narratives illustrating accomplishments were entered into the system. This information was based on monthly reports submitted by each subrecipient and additional information submitted by City departments. While IDIS served as a useful tool for reporting the progress of federally funded projects, it does not provide for reporting the progress of non-federally funded housing and community development efforts. The CAPER report, however, offers an opportunity for a truly comprehensive perspective on all housing and community development activities conducted during FY 2022-23. The CAPER was prepared in coordination with City departments, local social service providers, and other governmental agencies.

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VI. OVERALL ASSESSMENT

The City has been able to achieve many of its short and long-term housing and community development goals during FY 2022-23. These efforts are reflected in the creation and implementation of pro-active programs and projects designed to increase the availability of affordable housing, provide for important infrastructure improvements, and expand the capabilities of public service programs and projects.

This section will assess the City's performance in addressing the priorities, needs, goals, and specific objectives identified in the Consolidated Plan. For this reporting period, the City effectively and efficiently acted in accordance with the housing and community development priorities and goals of the Five-Year Strategy. In terms of addressing the issues illustrated in each Action Plan priority, the City offers the following performance assessments:

A. HOUSING STRATEGY

Priority 1: Expand affordable rental housing opportunities, particularly for low-income persons.

The City looked for opportunities to work with developers to increase the supply of affordable housing units through new construction. The City utilized HOME funds to operate a Tenant Based Rental Assistance program.

The accomplishments listed below reflect the units created at project completion for the projects designed to meet the five-year goals:

Program/Activity	20-21	21-22	22-23	23-24	24-25	TOTAL
Tenant Based Rental Assistance Program	44	38	52			**134**
Sites for Future Affordable Housing Development	0	0	0			**0**
Vista Verde Apartments	101					**101**
TOTAL	**145**	**38**	**52**			**235**

Priority 2: Create new, preserve and rehabilitate existing rental and owner-occupied housing units.

The housing programs and projects conducted in support of this priority reflect a continuing effort to address the affordable housing needs of Ontario residents and preserve the existing stock of affordable housing. Each example demonstrates a long-term commitment to addressing this priority and serving a diverse spectrum of both owner-occupants and renters.

Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
Single Family Rehabilitation Activities							
Community Housing Development Organizations	0	0	0	0			**0**
Conservation Home Improvement Program (CHIP Loan)	16	0	2	0			**2**
Neighborhood Preservation Program	5	9		5			**9**
SUBTOTAL	**21**	**9**	**2**	**5**			**11**

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Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
COVID Response Activities – Direct Assistance							
CDBG-CV Short-Term Rental and Utility Assistance Program	134	273					**273**
CDBG-CV Homeowner Utility Assistance Program	5	8					**8**
SUBTOTAL	**155**	**281**					**281**
Multi Family Rehabilitation Activities							
411 North Parkside Avenue		0	0				**0**
Assisi House Renovation		9	0				**9**
SUBTOTAL		**9**	**0**				**9**
Code Enforcement Inspections							
Community Improvement Team	300	336	294				**630**
SUBTOTAL	**300**	**336**	**294**				**630**
TOTAL	**455**	**617**	**296**				**931**

The programs listed above have had a significant impact on creating and/or preserving high quality housing stock opportunities for Ontario residents with varying income levels. The affordable multi-family activities serve to eliminate barriers to affordable housing within Ontario while providing high quality rental units with professional management.

Priority 3: Increase affordable homeownership opportunities, particularly for low- and moderate-income persons.

The City capitalized on the availability of homebuyer/homeowner resources from other agencies, including mortgage revenue bond, State of California BEGIN and CalHome funds, and private funds to implement and administer programs designed to increase access to existing housing resources.

The City successfully implemented programs that addressed this priority. Increasing access to existing housing through financial assistance to homeowners eliminates a barrier to affordable housing. Listed in the table below are the statistics of the City's performance in meeting the five-year goal:

Program/Activity	20-21	21-22	22-23	23-24	24-25	TOTAL
MyHome Loan Program (CalHFA)	30	5				**35**
Home Buyer Assistance (County of San Bernardino Mortgage Revenue Bond Program)	1	0				1
Neighborhood Partnership Housing Services Program – Foreclosure Prevention	0	3				**3**
Neighborhood Partnership Housing Services Program – First Time Homebuyers (WISH Program)	0	0				**0**
Neighborhood Partnership Housing Services Program – Homeownership Assistance	273	267				**540**

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Program/Activity	20-21	21-22	22-23	23-24	24-25	TOTAL
Neighborhood Partnership Housing Services Program – Pre-purchase/Financial Wellness Education	181	190				**371**
Neighborhood Partnership Housing Services Program – Reverse Mortgage Counseling	92	74				**166**
Good Neighbor Next Door Program (HUD)	0	0				**0**
Police Residence Assistance Program	0	0				**0**
TOTAL	**577**	**539**				**1,116**

These programs listed above have had a significant impact on creating high quality housing stock opportunities for Ontario residents with varying income levels.

B. HOMELESS STRATEGY

Priority 1: Preserve and improve the supply of supportive housing and public services for the homeless and homelessness prevention services.

The City established a five-year goal of assisting 19,885 homeless families and individuals from July 1, 2020 – June 30, 2025 through private non-profit service providers funded by the City. To meet this goal, the City provided funds to non-profit organizations serving the homeless. The table below illustrates the accomplishments of these agencies in serving the homeless:

Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
Assisi House and Aftercare Services Program	325	56	27				**83**
Ontario Access Center	5,500	788	992				**71,780**
Services for Victims of Domestic Violence and Their Children	500	46	54				**100**
Family Stabilization Program at Sova Program Center	13,500	2,490	785				**3,275**
Project Gateway (Housing Authority of the County of San Bernardino/San Bernardino County Department of Behavioral Health)	60	12	13				**25**
ESG-CV Rapid Re-Housing Program	17	2	2				**4**
ESG-CV Motel Voucher Program	132	92	119				**211**
ESG-CV Diversion Program	10	1	0				**1**
ESG-CV Emergency Rent and Utility Assistance Program	110	0	110				**110**
TOTAL	**20,154**	**3,487**	**2,102**				**5,589**

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C. SPECIAL NEEDS STRATEGY

Priority 1: Provide supportive service for special needs populations.

The City worked cooperatively with Inland Fair Housing and Mediation Board to provide services to low-income households that are elderly and/or disabled residents of Ontario. The City established the five-year goal of assisting approximately 3,000 persons with special needs.

Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
Senior Services	3,000	32	13				**45**
TOTAL	**3,000**	**32**	**13**				**45**

D. FAIR HOUSING STRATEGY

Priority 1: Continue to implement the Fair Housing laws by providing funding to further fair housing.

The City worked cooperatively with Inland Fair Housing and Mediation Board to provide fair housing services and landlord/tenant mediation services. The City established a five-year goal of assisting approximately 500 persons who have fair housing complaints and 7,000 households that have tenant/landlord complaints.

Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
Fair Housing	500	179	100				**279**
Housing Mediation	7,000	1,035	750				**1,785**
TOTAL	**7,500**	**1,214**	**850**				**2,064**

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E. PUBLIC HOUSING STRATEGY

Priority 1: Continue to support the on-going efforts of the Housing Authority of the County of San Bernardino and the Ontario Housing Authority to maximize the use of rental assistance subsidies and other resources in the City.

The City continued to work cooperatively with the Housing Authority of the County of San Bernardino and Ontario Housing Authority during FY 2021-22. Listed below are the accomplishments of the Housing Authority of the County of San Bernardino:

Program/Activity	20-21	21-22	22-23	23-24	24-25	TOTAL
Housing Choice Voucher Program (Housing Authority of the County of San Bernardino)	735	730				**1,465**
Other Housing Assistance Vouchers (Housing Authority of the County of San Bernardino)	38	38				**76**
Family Self-Sufficiency Program (Housing Authority of the County of San Bernardino)	13	13				**26**

Program/Activity	20-21	21-22	22-23	23-24	24-25	TOTAL
Affordable Housing Units owned and operated by Housing Authority of the County of San Bernardino/Housing Partners I, Inc.	214	214				**428**
Project Gateway (Housing Authority of the County of San Bernardino/San Bernardino County Department of Behavioral Health)	12	13				**25**
TOTAL	**1,012**	**1,008**				**2,020**

F. COMMUNITY DEVELOPMENT STRATEGY

Please note, unlike the other strategies, most of the Community Development goals do not have annual goals, rather the goal is the completion of the project. Therefore, Priority 1 and 2 are not discussed in this section since these priorities in general do not have annual goals.

Priority 3: Improve public service programs available to serve lower- and moderate-income residents.

The City implemented and funded a variety of public service activities to improve the condition of low-income neighborhoods and increase the quality of life throughout the City.

The primary target group of the public service activities was for crime prevention and youth activities. The City established a five-year goal to assist 10,350 persons and youth through public service activities.

Program/Activity	Five Year Goals	20-21	21-22	22-23	23-24	24-25	TOTAL
Child Care Subsidies (Ontario-Montclair YMCA)	500	51	34				**85**
TOTAL	**500**	**51**	**34**				**85**

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G. INCOME DISTRIBUTION OF PARTICIPANTS

As part of the City's evaluation of the delivery of affordable housing programs and services, the number of extremely low-income, low-income, and moderate-income renter and owner households assisted during the reporting period is examined. In the table below is the income breakdown of the unduplicated persons served through affordable housing. It is important to note that many programs do not keep statistics regarding the number of extremely low- income persons served.

Program/Project	Extremely Low-Income (30% MFI)	Very Low-Income (50% MFI)	Low/Mod Income (80% MFI)	Total
Renter Households				
Low/Mod Assisted Housing Developments	49	558	532	**1,139**
HOME TBRA Program	23	15	0	**38**
Landlord/Tenant Housing Mediation	251	266	201	**718**

Program/Project	Extremely Low-Income (30% MFI)	Very Low-Income (50% MFI)	Low/Mod Income (80% MFI)	Total
Ontario Housing Authority/ Housing Authority of the County of San Bernardino (Project Gateway)	13	0	0	**13**
ESG-CV Emergency Rent and Utility Assistance Program	76	34	0	**0**
SUBTOTAL	**712**	**873**	**733**	**2,018**
Owner–Occupied Households				
Conservation Home Improvement Program (CHIP Loan)	0	2	0	**2**
NPHS Homeownership Services				**273**
SUBTOTAL	**0**	**2**	**0**	**275**
Homeless Persons				
Assisi House and Aftercare Services Program	27	0	0	**27**
Ontario Access Center	992	0	0	**992**
Services for Victims of Domestic Violence and Their Children	38	10	5	**53**
Family Stabilization Program at Sova Program Center	628	118	39	**1,857**
SUBTOTAL	**1,685**	**128**	**44**	**1,857**
Special Needs and Other Public Service Activities				
Fair Housing*	38	29	25	**92**
Senior Services	11	10	13	**34**
Child Care Subsidies	5	8	0	**13**
SUBTOTAL	**54**	**47**	**38**	**139**
TOTAL	**2,151**	**1,050**	**815**	**4,016**

**Fair Housing is reported by households.*

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H. TIMELINESS

The City complied with the timeliness requirement of 1.5 before April 30, 2022.

To facilitate the City's annual compliance with the timeliness requirement, the City continually monitors the progress of all projects.

VII. OTHER ACTIONS UNDERTAKEN

A. ANTI-DISPLACEMENT STRATEGY

The City attempts to minimize displacement of all CDBG, HOME, and ESG funded activities.

To minimize the impact of displacement, the City contracts with relocation firms to assist households and businesses, as needed. The relocation consultants prepare relocation plans and information notices. In addition, the consultants assist households and businesses in relocating to a new site that will accommodate their needs and preferences. Assistance includes referrals, transportation, and financial assistance.

The City followed its residential anti-displacement and relocation assistance plan in connection with activities assisted with funding under the CDBG or HOME programs. This plan complies with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. During this reporting period, the one-for-one replacement requirement was not triggered.

B. INSTITUTIONAL STRUCTURE AND INTERGOVERNMENTAL COOPERATION

The City continued working with various County departments and local nonprofit organizations in addressing identified housing needs. Many examples of intergovernmental cooperation are documented within this report. The City also provided certifications for consistency for agencies applying for additional HUD funds as appropriate.

C. ANTI-POVERTY STRATEGY

The City included an anti-poverty strategy within the FY 2020-24 Consolidated Plan. The City continues to aggressively implement programs and activities, which will generate jobs and tax revenue to reduce the number of Ontario residents below the poverty level.

D. EFFORTS TO ADDRESS OBSTACLES TO MEETING UNDERSERVED NEEDS

The City has taken several steps to address obstacles to meeting underserved needs. Program brochures are translated into Spanish and translation services are provided. Staff regularly attends community events to promote City programs to the community and non-profit organizations that serve low- and moderate-income populations.

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VIII. ADDITIONAL CDBG REQUIRED NARRATIVES

A. ASSESSMENT OF THE RELATIONSHIP OF CDBG FUNDS

The City utilized the CDBG funds to address high priority needs/objectives identified in the Consolidated Plan.

Overall, 100% of CDBG expenditures were used to benefit low- and moderate-income households.

B. CDBG LOANS AND OTHER RECEIVABLES

The current principal balance of the CDBG loans outstanding as of June 30, 2022 was $3,898,114.35. The City had no float funded activities. The City had no parcels acquired or improved with CDBG funds that were available for sale during FY 2022-23. Finally, the City had no lump sum agreements during FY 2022-23.

IX. PUBLIC REVIEW AND COMMENTS

The FY 2022-23 CAPER was available for public review from September 1, 2022 through September 18, 2023. In addition, a public hearing was conducted on September 19, 2023 to receive public comments regarding the FY 2022-23 CAPER.

X. HUD REPORTS

In accordance with HUD regulations, the City has prepared and made available for public review the following reports generated by the Integrated Disbursement and Information System. These reports are presented as attachments to the CAPER.

1. **Summary of Activities (C04PR03) –** lists each CDBG activity, which was open during a program year. For each activity, the report shows the status, accomplishments, program year narrative and program year expenditures. For each activity, the report also shows the activity code, regulation cite and characteristics of the beneficiaries.

2. **CDBG Financial Summary Report (C04PR26) –** shows the commitment of funds and expenditures the grantee has made for a specified program year. The expenditures are summarized to determine the relevant indicators for planning/administration, public service activities, and economic development. This report also contains program year information on meeting HUD's statutory requirements of serving low- and moderate-income households.

3. **CDBG-CV Financial Summary Report (C04PR26-CV) –** shows the commitment of funds and expenditures the grantee has made for a specified

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program year. The expenditures are summarized to determine the relevant indicators for planning/administration, public service activities, and economic development. This report also contains program year information on meeting HUD's statutory requirements of serving low- and moderate-income households.

HOME REPORTS

3. **Status of HOME Activities (C04PR22) –** provides status of HOME activities for all fiscal years. This report shows funds committed to each activity and disbursed dollar amounts.

4. **Status of HOME Grants (C04PR27) –** provides a status of HOME grants for each fiscal year.

5. **HOME Match Report (HUD-40107-A) –** provides match contribution information for Fiscal Year 2021-22.

6. **HOME Annual Performance Report (HUD-40107) –** provides Minority Business Enterprises (MBE) and Women Business Enterprises (WBE) contracting information for Fiscal Year 2021-22. In addition, this report provides information on HOME program income received during the reporting period.

ESG REPORTS

7. **ESG CAPER Report –** provides information on performance measures for ESG funded activities.

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CITY OF ONTARIO *Agenda Report* **September 19, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Lorena Mejia Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 17

SUBJECT: **A PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION'S APPROVAL FOR FILE NO. PDEV21-035, A DEVELOPMENT PLAN TO CONSTRUCT A 59,984 SQUARE FOOT INDUSTRIAL BUILDING, LOCATED AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET (APNS: 1049-491-01, 1049-491-02, AND 1049-491-03)**

RECOMMENDATION: That the City Council consider and adopt a Resolution upholding the Planning Commission's approval of the Development Plan (File No. PDEV21-035) and denying the appeal.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Maintain the Current High Level of Public Safety
Operate in a Businesslike Manner

FISCAL IMPACT: The proposed Development Plan will facilitate the development of an industrial building totaling 59,984 square feet. This will result in a one-time payment to the City for permitting and plan check fees, development impact fees, as well as increase in on-going property tax revenue for the City.

BACKGROUND & ANALYSIS: On October 12, 2021, the Applicant, Chartwell Real Estate Development, submitted a Development Plan (File No. PDEV21-035) to construct one industrial building totaling 59,984 square feet on 3.15 gross acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district, hereinafter referred to as "Project" or "Application".

The 59,984 square foot, rectangular-shaped industrial building is centrally located on the site, with the front of the building facing west, along the street frontage of Sultana Avenue, and two office entries located at the northwest and southwest corners of the building. The primary off-street automobile parking area is located on the west side of the building. The parking lot will serve office employees and visitors through a driveway located off Belmont Street. A yard area, designed for tractor-trailer parking, truck maneuvering, loading activities and outdoor staging, is located on the

east side of the proposed building. The yard area will be screened from public view by a 14-foot-high concrete tilt-up wall that will match the architecture of the building. Truck access, into the yard area, will be taken from Belmont Street only. To eliminate potential truck traffic within the existing surrounding residential neighborhood, trucks exiting/entering the site on Belmont Street will be required to connect to Mission Boulevard, a designated City truck route, via Monterey Avenue. The building will be of concrete tilt-up construction and integrates a contemporary architectural design theme, incorporating enhanced elements and treatments at office entries and along street facing elevations. Additionally, the Project includes street widening on Phillips Street, right-of-way improvements (curb, gutter, sidewalk, and parkway) and street trees. The proposed on-site and off-site landscape improvements will assist in creating a walkable, safe area for pedestrians to access the Project site. The full project description is provided in the July 25, 2023, Planning Commission Agenda Report for the Project.

On June 19, 2023, the Development Advisory Board conducted a hearing to consider the Application and recommended that the Planning Commission approve the Project, subject to conditions. On July 25, 2023, the Planning Commission conducted a public hearing to consider the Application and the Development Advisory Board's recommendation. After conducting a public hearing and receiving all public correspondence and testimony, the Planning Commission considered the Project and unanimously voted (6-0) to adopt Resolution No. PC23-064, approving the Development Plan.

APPEAL: On August 4, 2023, Celina Lopez (Appellant) submitted an appeal of the Planning Commission's decision to approve File No. PDEV21-035. A copy of the Appeal application and Appellant's statement are included collectively as Exhibit A of this report. An appeal of the Planning Commission action is limited to those matters raised during the Public Hearing; the appeal cannot consider any matter that was not raised during the hearing. The Appellant's appeal includes irrelevant and relevant statements, with no evidence to support their grounds for appeal.

Staff has reviewed the Appellant's appeal and has provided responses below to the appeal statements that Staff believes are relevant to the Project:

Appellant Issue No. 1: Notices. The Appellant claims that public notices were vague and held a year prior to the July 25, 2023, Planning Commission Meeting. Although, one Community Meeting was held for the Project there should have been additional meetings and outreach.

Staff Response: The noticing of the Project was done in compliance with the noticing requirements of State law and the Ontario Development Code. Division 2:03 – Public Hearing, Section 2.03.010; Public Hearing Notification, which requires that all owners of real property located within 300 feet of the exterior boundaries of the property that is the subject of the hearing. In this case, public hearing notices were sent out on July 14, 2023, to all property owners and residents (tenants) beyond 500 feet of the Project (322 notices in total). To ensure community input from the surrounding residents, notices were mailed to owners and residents in both English and Spanish.

Appellants' claim that notices for the community meeting were vague and more than a year in advance of the public hearing. The purpose of the community meeting is to introduce the Project to the community and receive input on the project. The notice of the meeting included an invitation to

learn about the Project, a location map of the Project, a site plan for the Project, a description indicating that the proposed Project was for a 59,984 square foot industrial building, and the time, date and location of the meeting. With over 320 notices sent out, one resident attended the community meeting and had questions regarding the proposed project and site improvements and generally spoke in favor of the proposed Project. Staff also received two e-mails from local property owners, one resident inquiring about the proposed project and the second e-mail did not support the proposed project.

At the Planning Commission on July 27, 2023, four individuals spoke in opposition to the Project.

Appellant Issue No. 2: Safety. The Appellant claims that residents have concerns regarding the Project's impact to traffic.

Staff Response: The Project site is currently unimproved and the street frontage along Phillips Street lacks a sidewalk, parkway, and curb and gutter. The construction of the Project will result in the improvements for pedestrian and vehicle safety and access within the surrounding community. For all new developments, the City requires street frontage improvements (sidewalk, landscape parkway, curb/gutter, streetlights, and street widening) to be constructed where they are lacking. The Project is required to widen Phillips Street and construct and improve the sidewalk and landscape parkways along Sultana Avenue, Phillips Street, and Belmont Street. In addition, the Project will only be accessed from Belmont Street. No access will be taken from either Sultana Avenue or Phillips Street. The Project has been conditioned and designed to require all large trucks entering and exiting the site to use Monterey Avenue by way of Belmont Street. The truck routing has been designed to avoid through truck traffic within the residential neighborhoods, Sultana Avenue north to Mission Avenue and Belmont Street east to Campus Avenue. Trucks will not be allowed to use Sultana Avenue or Phillips Street. Further, the subject site is presently vacant, and any new development will generate new vehicle trips over what is existing. The Engineering Department's Traffic Division has reviewed the Project for access and circulation and does not anticipate traffic to increase beyond the traffic that currently exists on Sultana Avenue, Belmont Street, Phillips Street, and the surrounding areas.

Furthermore, a Trip Generation and VMT Assessment was completed by Gandini (Dated: February 9, 2022) and concluded that Project is forecast to generate approximately 159 daily Passenger Car Equivalent (PCE) trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour. To arrive at the total PCEs, the 36 truck trips are converted to PCE trips by multiplying 2.56 trips per truck or 92 PCEs. The 92 PCE trips are then added to the 67 automobile trips, providing the total PCE of 159 trips. The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario. The proposed project meets the County-established criteria for project type screening results in a less than significant VMT impact. In comparison, a typical single-family home averages 9.4 vehicle trips per day, if the Project site was developed with single family homes the site would accommodate up to 15 units and generate 141 trips per day and up to 282 trips per day if each property developed an Accessory Dwelling Unit.

Appellant Issue No. 3: Health. The Appellant claims the Project contradicts and affects the current grants the City of Ontario has received from Kaiser Permanente (Ontario HEAL Zone), Strategic

Growth Council (Ontario Together Transformative Climate Communities Project) and Caltrans (Ontario Active Transportation Master Plan).

Staff Response: The proposed project is within active grant and planning efforts including the Kaiser Permanente HEAL Grant, Transformative Climate Communities (TCC) Grant, and Ontario Active Transportation Master Plan with each effort in support of improving overall quality of life. The Kaiser Permanente HEAL Grant funding is focused specifically on achieving long-term sustainable reductions in obesity and related chronic illnesses, including diabetes and heart disease. The Transformative Climate Communities (TCC) Grant is funded through the state Cap-and-Trade program for community supported projects including sustainable housing, transportation, and infrastructure that are targeted to reduce greenhouse gases, improve health, and support economic and health benefits in California's most disadvantaged communities. The Ontario Active Transportation Master Plan has been developed to identify and prioritize the walking, biking, access to transit, and safe routes to school needs in Ontario. Community members provide input that will help to guide the development of the plan. The intent is to engage community members in the plan-making process, collect and analyze data, evaluate, and forecast demand, and develop Safe Routes to School (SRTS), pedestrian, and bicycle improvement recommendations. City Staff has worked with the community to secure program funding in support of park improvements, community gardens, education and physical activity classes, civic engagement training, walk audits, partnerships with the Police Department's Neighborhood Watch program, and SRTS Active Transportation grants. It should be noted that these programs have no standing as to local land use regulations; however, the Project does affect the spirit of the Grants' intent to encourage the community to participate in shared decisions that impact the neighborhood's quality of life. In addition, the Project will be required to widen Philips Street and construct and improve the sidewalk and landscape parkways along Sultana Avenue, Phillips Street and Belmont Street, which will improve connectivity and walkability of the neighborhood. Additionally, no grant funds are being used for the Project.

Appellant Issue No. 4: Air Quality. The Appellant claims that residents are concerned with air quality and pollution generated from the trucks and vehicles. The project was exempt from CEQA, and other environmental reports and proper environmental assessments were not completed.

Staff Response: The California Environmental Quality Act (CEQA) provides guidance for the level of environmental review required for projects in the State. CEQA provides two different types of exemptions - statutory and categorical. Statutory exemptions are those projects identified by the State as not requiring environmental review. Categorical exemptions apply to projects that meet certain criteria established by the State. In the case of the Application, it can be considered categorically exempt pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines if the Project meets the following:

a. The proposed 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;
c. The proposed site is less than five acres in size and is substantially surrounded by urban land uses;
d. The Project site has no value as habitat for endangered, rare, or threatened species;

e. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
f. The site is adequately served by all required utilities and public services.

In response to these findings, Staff finds that the application is consistent with the Industrial land use designation and the IL (Light Industrial) zoning designation. The Application is proposed on a site within the City that is 3.15 acres in area, is surrounded by existing development, and served by utilities and public services. The site is disturbed and provides no habitat value for endangered, rare, or threatened species. The storing of hazardous chemicals that could impact water quality are prohibited in the IL zone and the site development must comply with the National Pollutant Discharge Elimination System (NPDES) requirements, preventing the runoff of untreated water into the storm drain system. Traffic impacts were summarized in Appellant Issue No. 2, above. Air quality and noise studies were completed and are summarized below.

An Air Quality Analysis, Energy Analysis, Global Climate Change Analysis and Health Risk Assessment was completed by Gandini (Dated: February 24, 2022). The Air Quality Analysis concluded that the nearest sensitive receptors to the Project site include existing single-family residential located approximately 50 feet to the south (across Phillips Street), 60 feet to the west (across Sultana Avenue), and 85 feet to the east (across the Union Pacific rail line and Monterey Street). Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the South Coast Air Quality Management District (SCAQMD) regional and local thresholds of significance. The Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Also, the Project site is currently located within the Industrial land use district of the Policy Plan Land Use Map. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the Air Quality Management Plan (AQMP) assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Appellant Issue No. 5: Noise. The Appellant claims that residents are concerned with noise levels generated by trucks and future tenants.

Staff Response: A Noise Impact Analysis was completed by Gandini (Dated: March 4, 2022) and concluded that noise impacts would be less than significant. Construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The Project includes the construction of 14-foot-high concrete screen walls around the loading/unloading area of the proposed warehouse. The peak hour operational noise levels would range between 34 to 42 A-weighted decibel (dBA) to the nearest residential property lines from the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA or the nighttime residential standard of 45 dBA as set forth in the City's Municipal Code. Therefore, impacts associated with project operational noise would be less than significant. Also, the Project site is located within the 65-70 dBA CNEL Noise Impact Zone of Ontario International Airport (ONT), and a warehouse use is considered a compatible use within ONT's 65-70 dBA CNEL Noise Impact Zone.

Appellant Issue No. 6: Zoning. The Appellant claims that residents would like the City Council to consider re-zoning the property to low-density residential that would eliminate any industrial or warehouses uses in close proximity to residential and other sensitive land uses.

Staff Response: City records show that the project site has been zoned industrial since 1947. The Policy Plan (General Plan) land use designations surrounding the site are Industrial to the north, Low Density Residential/Industrial Overlay to the east, Low Density Residential to the south, and Low Medium Density Residential to the west. The project site is zoned IL (Light Industrial). The IL zoning district was established to accommodate lighter manufacturing and assembly activities, storage and warehousing activities, and other similar uses developed at a maximum intensity of 0.55 FAR. This zoning district is typically located within 500 feet of residentially zoned properties, public parks and schools, and mixed-use properties having a residential component. The IL district is intended to serve as a buffer between residentially zoned areas and heavier industrial zoning districts. Allowed uses are expected to have little or no impacts on nearby residential uses with regard to noise, odor, or hazards. The IL zoning district is consistent with, and implements, the Industrial land use designations of the Policy Plan component of The Ontario Plan.

Land uses around the Ontario International Airport (ONT) are further regulated by the Airport Land Use Compatibility Plan (ALUCP). The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an ALUCP be prepared for all public use airports in the State and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. The Project site and surrounding properties are located within the 65-70 dB CNEL noise impact zone of ONT. The ALUCP identifies single family residences, some multi-family residences, and local parks as incompatible land uses and, as such, are not allowed.

CONCLUSION: Staff recommends that the City Council consider all public testimony and uphold the Planning Commission's approval of Development Plan (File No. PDEV21-035) and deny the appeal.

Rev. 10.01.2020

CITY OF ONTARIO PLANNING DEPARTMENT

Appeal Application Form

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Instructions:

1. *Pursuant to Ontario Development Code Division 2.04 (Appeals), any person having legal standing may appeal and action or decision to the Appeal Authority, including but not limited to an applicant, resident, business owner, or any person owning real property within the City, that is aggrieved by an interpretation, action, or decision made by any City agency or department, or by an Approving Authority.*

2. *Within 10 days following the action or decision being appealed, an appeal request must be filed with the Planning Department on an Appeal Application Form, along with the required filing fees. The appeal request must include a statement identifying the specific action or decision that is being appealed, the specific grounds for the appeal, and the relief requested from the Appeal Authority.*

3. *An appeal of an action or decision made by an Approving Authority following a hearing, is limited to those matters raised during the hearing and contained in an appeal statement. The Appeal Authority cannot consider any matter that was not raised during the hearing before the Approving Authority and contained in the appeal statement.*

4. *The Appeal Authority that will hear the appeal request is limited to taking testimony and making its decision based solely on the specific grounds specified by the appellant in the Appeal Application Form, insofar as they make an adequate claim pursuant to Ontario Development Code Section 2.04.010. When the decision of an Approving Authority*

GENERAL INFORMATION (PRINT OR TYPE)

Appellant: Celina Lopez (In behalf of the Belmont & Su
Address: 3045 S. Archibald Ave., H476
Ontario, CA 91761
Phone: (909) 788-1104
Email: CelinaLopezOntario@gmail.com

Appellant's Representative: Self with the community
Address: _____
_____
Phone: _____
Email: _____

(For staff use only)

File No(s): PDEV21-035
Date: 8/4/25
Rec'd by: AA
Fees Paid: $130.00
☒ Cash ☐ Check (# _____)
☐ Credit Card
Receipt No.: 343364

SUBJECT OF APPEAL

This application is hereby filed pursuant to Ontario Development Code Division 2.04 (Appeals), appealing a decision or action of the following Authority:

☐ Department/Agency Head ☐ Development Advisory Board ☐ Zoning Administrator

☐ Historic Preservation Subcommittee ☐ Historic Preservation Commission ☒ Planning Commission

Project File No(s).: PDEV21-35 Date of Action/Decision: July 25, 2023

The application being appealed requests the following *(attach additional sheets as necessary)*:

List the specific action(s) or decision(s) that is/are being appealed (attach additional sheets as necessary):

document attached

APPEAL STATEMENT

Please check the box that best describes your reason(s) for the appeal:

- ☐ Abuse of discretion.
- ☐ Decision was not supported by the record.
- ☐ Abuse of discretion and decision was not supported by the record.

State the specific grounds for the appeal and the relief requested (please be specific and attach additional sheets if necessary):

document attached

APPELLANT ACKNOWLEDGEMENT

I, the undersigned, hereby certify that the statements and information provided in this **Appeal Application Form**, and in any attached exhibits, present the data and information required for this application to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Date: 08/04/2023 Signature: _____

Name (print or type): Celina Lopez

August 3, 2023

Rudy Zeledon
Assistant Planning Director
City of Ontario Planning Department
303 East B Street
Ontario, CA 91764

Dear Mr. Zeledon,

580 East Belmont Street, Ontario, CA: Grounds of Appeal

This letter accompanies the appeal application against the approval project located at 580 East Belmont St., Ontario FILE NOS: PDEV21-35 approved by Planning Commission on July 25th, 2023.

Specifically, the letter sets out the grounds of the community appeal.

Grounds of appeal by Category

Notices

1. Notices were sent in English and Spanish. However, the information on the flyer was vague and left community members with several questions. The community residents in the Belmont and Sultana area are exhausted having to ask the city to explain these processes in a simplified format.
2. A community engagement notice was mailed back in March, 2022 more than a year ago and no efforts were made by staff thereafter before the voting took place on July 25, 2023. This was just an effort to check the box that legally the City the bare minimum to move the project forward.

Safety

(The concerns are the same as the tow yard. Nothing has changed. In fact, the situation is worse because the building will be leased to an unknown tenant for years to come. Once the project is built, it has been proven with other City projects the oversight would be minimal to non.)

1. Resident are concern on several safety factors:

a. Traffic

b. Health

Not only do the residents from the immediate site project oppose this project, but also a

Community Volunteer Group by the name of "Safety Routes Ontario-Montclair". They believe the past tow yard and now this huge WAREHOUSE proposed project contradicts and affects the current grants the City of Ontario has received from Kaiser Permanente, the TCC 35 million green initiative grant, and

the Ontario Active Transportation Master Plan to promote healthy living. The proposed project is within the parameters of all these initiatives which will set back all the efforts volunteers, teachers, parents, and the community have worked so hard since 2014.

Air Quality

1. Residents are concern on the air quality and pollution the trucks and vehicles will bring to the

area:

There are many community residents who live within the 300/500 feet site radius and beyond who have children who are asthmatic, seniors with medical respiratory conditions, and cancer patients. The community is concerned this project being exempt from CEQA and other Environmental reports which does not help with the long term implications any percentage of bad quality air from constant diesel trucks can cause residents throughout the years. They would like to see environmental assessments reports done whether or not this project is large enough to qualify for an environmental report. The community would like to know the implications any percentage of bad quality air can cause these high-risk residents long-term. Planting 177 trees does not stop the air risk from the pollution of the trucks and additional traffic.

Noise

1. Residents are concern of the noise level from the trucks and the unknown tenants in the future.

Land Zoning

1. Residents understand this is a "light industrial" zone area, but predominately its surrounded by

residents for years. The residents are living near a railroad, an airport, industrial buildings a few

miles away, and high traffic. We do NOT need additional trucks in the neighborhood:

The community would like City Council to consider re-zoning the area to low-density residential. A WAREHOUSE is NOT the "Best" project for the community as some City Staff and Planning Commissioners implied. The low-density zoning will allow a variety of housing types, facilities, and services to meet the needs of the community and residents. This request continues to be ignored and it falls on deaf ears. The community is pleading the City Council to understand their current living situation and the implications this project would add to their neighborhood. They do not want to live next to a HUGE WAREHOUSE in their community.

The community has been asking for City Staff to consider a long-term goal to change the zoning and embrace a project to the neighborhood that aligns with all the grant initiatives the City of Ontario has received for the community and follows their Healthy Ontario initiative mission: To Empower the community of Ontario to take ownership of its health and to make Ontario a model for healthy communities by improving physical, social, environmental, and economic health and well-being.

The past proposed Towing Co and now the WAREHOUSE would be a setback to all the efforts community members, and many have worked so hard to accomplish in this area.

The community is ready and prepared to provide additional comments at the City Council meeting. They are tired and exhausted to be ignored. They feel it's a safety duty for the city to provide trees, sidewalks, lights without having to build a huge warehouse. They community is offended by the multiple comments made by the Planning Commissioners and City Staff making it seem that the developer is doing them a favor by planting 177 trees and a sidewalk. This is a safety issue the city has had many years to address for the Belmont & Sultana residents.

The community residents would also like a professional and license Spanish translator to be present at the City Council meeting when this agenda item moves forward to deliberate and vote by our Council. They are concerned a non-license city staff member will not translate their message correctly as we have seen in the past.

Should you have any questions, you can address you concerns with Celina Lopez a community volunteer advocate working with the concern residents of the Belmont and Sultana project. Email: CelinaLopezOntario@gmail.com or phone: (909) 788-1104.

Regards,

The Concern Community by Belmont/Sultana and throughout the City of Ontario

Invoice Detail

Permit ID #: PDEV21-035
Invoice #: 400383
Invoice Date: 08/04/2023 16:19:32

Period	Fee Item	Qty	Fee
FINAL	Appeal Homeowner	130	$130.00

Total Fee: $130.00

RECEIPT

CITY OF ONTARIO
REVENUE DEPARTMENT
303 E. B STREET
(909) 395-2050
ONTARIO, CA 91764

Application: PDEV21-035
Application Type: Planning/PLANNING/PLANNING/DEVELOPMENT PLAN
Address: 1201 S SULTANA AV, ONTARIO, CA 91761

Receipt No. 000000343354

Payment Method	Ref Number	Amount Paid	Payment Date	Cash Drawer ID	Received	Comments
Cash	AB-20230804-24.1	$130.00	08/04/2023			

Owner Info.: FOUR SISTERS ENTERPRISES LLC
24000 ALICIA PKWY 466
MISSION VIEJO, CA 92691

Work Description: A Development Plan to construct one industrial building totaling 60,455 square feet on 2.55 acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district (APNs: 1049-491-01, 1049-491-02, and 1049-491-03).

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

July 25, 2023

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

FILE NO.: PDEV21-035

SUBJECT: A public hearing to consider a Development Plan to construct a 59,984 square foot industrial building on 3.15 gross acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district. (APN(s): 1049-491-01, 1049-491-02 and 1049-491-03); **submitted by Chartwell Real Estate Development.**

PROPERTY OWNER: Chartwell Real Estate Development

RECOMMENDED ACTION: That the Planning Commission approve File No. PDEV21-035, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval appended to the attached resolution as "Attachment A."

PROJECT SETTING: The Project site is comprised of 3.15 acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district (see Figure 1: Project Location). Land uses surrounding the Project site include an industrial steel supplier to the north, Southern Pacific Railroad to the east and single-family residential to the south and west. The Project site is vacant sloping from the northwest corner towards the southeast corner with an approximate 4-foot differential in grade and lacks right-of-way improvements along Phillips Street. Existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.

Figure 1: Project Location

PROJECT ANALYSIS:

(1) Background — On October 12, 2021, the Applicant

Case Planner:	Lorena Mejia, Senior Planner
Planning Director Approval:	
Submittal Date:	10/12/2021

Hearing Body	*Date*	*Decision*	*Action*
DAB	6/19/2021	Approval	Recommend
PC	7/25/2021		Final
CC			

submitted a Development Plan to construct one industrial building totaling 59,984 square feet on the Project site.

On June 19, 2023, the Development Advisory Board ("DAB") of the City of Ontario conducted a hearing to consider Development Plan, File No. PDEV22-053. Concluding the hearing, the DAB voted to issue Decision No. DAB23-044, recommending the Planning Commission approve the Development Plan, subject to conditions of approval, which are appended to the Planning Commission resolution as Attachment A.

(2) Site Design/Building Layout — Proposed, is the construction of a 59,984-square foot industrial multi-tenant building, having a floor area ratio ("FAR") of 0.54 (see Exhibit B— Site Plan, attached). The rectangular-shaped building is centrally located on the site, with the front of the building facing Sultana Avenue and two office entries located at the northwest and southwest corners of the building. The building is setback 10 feet from the north property line (Belmont Street), varies approximately 10 to 19 feet from the south property line, approximately 90 feet from the west property line (Sultana Avenue), and approximately 156 feet from the east property line. The primary off-street parking area is located on the west side of the proposed building to serve office employees and visitors, with a smaller parking area located within the yard area to serve employees.

A yard area, designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is located on the east side of the proposed building. The yard area will be screened from public view by a 14-foot-high concrete tilt-up wall that will match the architecture of the building.

(3) Site Access/Circulation — There are two points of access to the Project site from Belmont Street, located at the northwest corner of the site, providing passenger vehicle access to the main parking area. The second site access is located at the northwest corner of the site, providing truck yard access from Belmont Street. To eliminate potential truck traffic on Sultana Avenue, Phillips Street and Belmont Street east of Monterey Avenue through existing residential neighborhoods, trucks exiting Belmont Street will be required to travel north on Monterey Avenue to Mission Boulevard. The curb radius at the northwest corner of Belmont Street and Monterey Avenue will be modified to accommodate a trailer truck turning radius (see Exhibit F — Vehicle and Truck Route, attached).

(4) Parking — The Project has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code. The number of off-street parking spaces provided exceeds the minimum parking requirement for the Project. The off-street parking calculations for the Project are summarized in the table below:

Parking Summary					
Type of Use	***Building Area***	***Trailer Parking***		***Vehicle Spaces***	
		Required	***Provided***	***Required***	***Provided***
Warehouse / Distribution	59,986 SF	2	2	40	44
TOTAL:				***40***	***44***

(5) Architecture — The proposed building is of concrete tilt-up construction and integrates a contemporary architectural design theme, incorporating enhanced elements and treatments at office entries and along street facing elevations (see Exhibit D — Elevations, attached). Architectural elements for all buildings include smooth-painted concrete in white and grey tones, metal panels, horizontal and vertical reveals, storefronts with white and black anodized aluminum mullions and blue glazing, metal canopies, 2nd story windows with canopies, and recessed panel sections with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls. Staff believes that the proposed Project illustrates the type of high-quality architecture promoted by the Development Code. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building parapet/roof line, which serves to accentuate the building's entries and breaks up large expanses of building wall; and
- Variations in building massing.

(6) Landscaping — The Project provides landscaping along Belmont Street, Sultana Avenue, Phillips Street, the perimeter of the site, and throughout the off-street parking areas. The Development Code requires that the Project provide a minimum 15 percent landscape coverage, and 19 percent has been provided, exceeding the minimum requirements. Moreover, a combination of 15-gallon, 24-inch, 36-inch, and 48-inch box accent and shade trees will be provided throughout the Project site, in addition to a variety of shrubs and groundcovers that are low water usage and drought tolerant. Additionally, the Project includes street widening on Phillips Street, right-of-way improvements (curb, gutter, sidewalk, and parkway) and street trees. The proposed on-site and off-site landscape improvements will assist in creating a walkable, safe area for pedestrians to access the Project site (see Exhibit E—Landscape Plan, attached). Also, the Project will incorporate an employee break area, with benches, tables, and shade trees.

(7) Signage — All Project signage is required to comply with sign regulations provided in Ontario Development Code Division 8.1. Prior to the issuance of a Building Permit for the installation of any new on-site signage, the Applicant is required to submit Sign Plans for Planning Department review and approval.

(8) Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of underground 72-inch perforated corrugated metal pipes (CMP) located within the western parking lot. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts.

COMMUNITY MEETING AND CORRESPONDENCE: The Planning Department held a community meeting on Thursday, March 10, 2022 between 6:00 PM to 7:00 PM at the Ontario Senior Center to discuss the proposed development. Planning staff, Engineering staff, translators and the applicant were in attendance during the community meeting. One resident attended the community meeting and had questions regarding the proposed project and site improvements and generally spoke in favor of the proposed project. Staff also received two e-mails from local property owners, one resident inquiring about the proposed project and the second resident's e-mail did not support the proposed project (Exhibit G – Community Meeting Correspondence, attached). To date, the Planning Department has not received any further inquiries or correspondence regarding the proposed project.

PUBLIC NOTIFICATION: The subject application was advertised as a public hearing in at least one newspaper of general circulation in the City of Ontario (the Inland Valley Daily Bulletin newspaper). In addition, notices were mailed to all owners of real property located within a minimum of 500 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the records of the County Assessor.

On-site posting was provided pursuant to Code Section 2.03.010.C.4, which consisted of one large, 6-foot-tall, freestanding public notification sign located on the southwest corner of Sultana Avenue and Philips Street. The sign was posted ten (10) calendar days prior to the Planning Commission hearing date.

AGENCY/DEPARTMENT REVIEWS: Each City agency/department has been provided the opportunity to review and comment on the subject application and recommend conditions of approval to be imposed upon the application. At the time of the Resolution preparation, recommended conditions of approval were provided and are appended to the attached Resolution as "Attachment A."

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE: The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

On April 19, 2011, the City Council of the City of Ontario approved and adopted the ONT ALUCP, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, is consistent with the policies and criteria set forth within the ONT ALUCP.

COMPLIANCE WITH THE ONTARIO PLAN: The proposed Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan ("TOP"). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

(2) Vision.

Distinctive Development:

- Commercial and Residential Development

➢ Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

(3) Governance.

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

➢ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) Policy Plan (General Plan)

Land Use Element:

- Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

➢ LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.

- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.

➢ LU-2.6 *Infrastructure Compatibility*. We require infrastructure to be aesthetically pleasing and in context with the community character.

Community Economics Element:

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.

➢ CE-2.1 *Development Projects*. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➢ CE-2.2 *Development Review*. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.

➢ CE-2.4 *Protection of Investment*. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➢ CE-2.5 *Private Maintenance*. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.

  - *S-1.1 Implementation of Regulations and Standards.* We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

  - CD-1.3 Existing *Neighborhoods.* We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.

- Goal CD-2 Design Quality: A high level of design quality resulting in neighborhoods, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.

  - CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:

    - Building volume, massing, and height to provide context-appropriate scale and proportion;
    - A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and
    - Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

  - CD-2.7 *Sustainability.* We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.

  - CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

- CD-2.9 *Landscape Design*. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

- CD-2.10 *Parking Areas*. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

  - Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;
  - Structured parking: facade articulation, screening, appropriate lighting, and landscaping; and
  - Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

- CD-2.12 *Site and Building Signage*. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

- CD-2.13 *Entitlement Process*. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

- *CD-3.3 Complete and Connected Network*. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.

- CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and

designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).

- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.

- CD-5.1 *Maintenance of Buildings and Property*. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.

- CD-5.2 *Maintenance of Infrastructure*. We require the continual maintenance of infrastructure.

HOUSING ELEMENT COMPLIANCE: The Project is consistent with the Housing Element of the Policy Plan (general plan) component of The Ontario Plan, as the Project site is not one of the properties in the Housing Element Sites contained in Tables B-1 and B-2 (Housing Element Sites Inventory) of the Housing Element Technical Report.

ENVIRONMENTAL REVIEW: The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, which consists of:

(1) The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, which consists of:

(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.* The proposed Project is located within the Industrial land use designation of the Policy Plan (general plan) Land Use Map, and the IL (Light Industrial) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the IL (Light Industrial) zoning district.

(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 is proposed within the established boundaries of the City of Ontario, on a Project site totaling 3.15-acres of land, which is surrounded by established development on all sides and consists of a mix of industrial and residential and uses.

(c) *The Project site has no value as habitat for endangered, rare, or threatened species.* The site is located in an urbanized area and is currently vacant and has regularly been cleared and grubbed, and as such not suitable habitat for any 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 proposed industrial development is similar to, and of no greater impact than other allowed uses and development projects within the IL (Light Industrial) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development, and performance standards, and as demonstrated in the following studies (Attachment A – Environmental Studies):

(i) An Air Quality Analysis, Energy Analysis, Global Climate Change Analysis and Health Risk Assessment was completed by Ganddini (Dated: February 24, 2022) and concluded the following:

- Air Quality – The Air Quality Analysis concluded that the nearest sensitive receptors to the Project site include existing single-family residential located approximately 50 feet to the south (across Phillips Street), 60 feet to the west (across Sultana Avenue), and 85 feet to the east (across the Union Pacific rail line and Monterey Street). Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Also, the Project site is currently located within the Industrial land use district of the Policy Plan Land Use Map. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

- Energy – The Energy Impact Analysis concluded that the Project is compliant with the California Building Standards Code Title 24 energy efficiency requirements (CalGreen). The project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Energy Impacts are considered to be less than significant.

- Global Climate Change – The Project-related GHG emissions would not exceed the City of Ontario Community Climate Action Plan/SCAQMD

screening threshold of 3,000 MTCO2e per year. Furthermore, the Project would not conflict with the goals of AB-32, SB-32, or the City of Ontario Community Climate Action Plan and CARB Scoping Plan; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

- Health Risk Assessment – The proposed Project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to the SCAQMD's MATES-V study, the Project has an estimated multi-pathway cancer risk of 567 in one million and an inhalation cancer risk of 535 in one million. In comparison the average multi-pathway cancer risk for the South Coast Air Basin portion of San Bernardino County is 471 in one million and the inhalation cancer risk is 439 in a million. This increased cancer risk at the site is largely due to the proximity to the Union Pacific Railroad Company (UP) rail line, State Route 60 (SR-60), and Interstate 10 (I-10) Freeway. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology. The Project's maximum incremental cancer risk (MICR) does not exceed 10 in a million at any sensitive receptor location, the on-going operation of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

(ii) Noise Impact Analysis - A Noise Impact Analysis was completed by Ganddini (Dated: March 4, 2022) and concluded that noise impacts would be less than significant. Construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The Project includes the construction of concrete 14-foot-high screen walls around the loading/unloading area of the proposed warehouse. The peak hour operational noise levels would range between 34 to 42 dBA to the nearest residential property lines from the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA or the nighttime residential standard of 45 dBA as set forth in the City's Municipal Code. Therefore, impacts associated with project operational noise would be less than significant. Also, the Project site is located within the 65-70 dBA CNEL Noise Impact Zone of Ontario International Airport (ONT), and a warehouse use is considered a compatible use within ONT's 65-70 dBA CNEL Noise Impact Zone.

(iii) Trip Generation and VMT (Vehicle Miles Traveled) Assessment – A Trip Generation and VMT Assessment was completed by Ganddini (Dated: February 9, 2022) and concluded that Project is forecast to generate approximately 103 daily trips, including 9 trips during the AM peak hour and 11 trips during the PM peak hour, which equates to approximately 159 daily Passenger Car Equivalent (PCE) trips, including 9 PCE

trips during the AM peak hour and 15 PCE trips during the PM peak hour. The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario. The proposed project meets the County-established criteria for project type screening results in a less than significant VMT impact.

(iv) Water Quality - A Preliminary Water Quality Management Plan ("PWQMP"), was prepared which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration.

(e) *The site can be adequately served by all required utilities and public services.* All necessary wet and dry utilities exist or will be constructed within the public street and will be readily available for connection.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Vacant	IND - Industrial (0.55 FAR)	IL – Light Industrial	N/A
North	Steel Yard	IND - Industrial (0.55 FAR)	IL – Light Industrial	N/A
South	Single Family Residential	LMDR - Low Medium Density Residential (5.1 – 11.0 du/ac)	MDR-11 (Medium Density Residential)	N/A
East	Railroad	BP - Business Park (0.60 FAR)	IL – Light Industrial	N/A
West	Single Family Residential	LDR - Low Density Residential (2.1 – 5.0 du/ac)	LDR-5 (Low Density Residential)	N/A

General Site & Building Statistics

Item	***Proposed***	***Min./Max. Standard***	***Meets Y/N***
Project Area:	3.15 ac	N/A	Y
Lot/Parcel Size:	3.15 ac	10,000 SF (Min.)	Y
Building Area:	59,984 SF	60,000 SF	Y
Floor Area Ratio:	0.54 FAR	0.55 (Max.)	Y
Building Height:	44 FT	55 FT (Max.)	Y

Exhibit A: PROJECT LOCATION MAP

Exhibit B: SITE PLAN

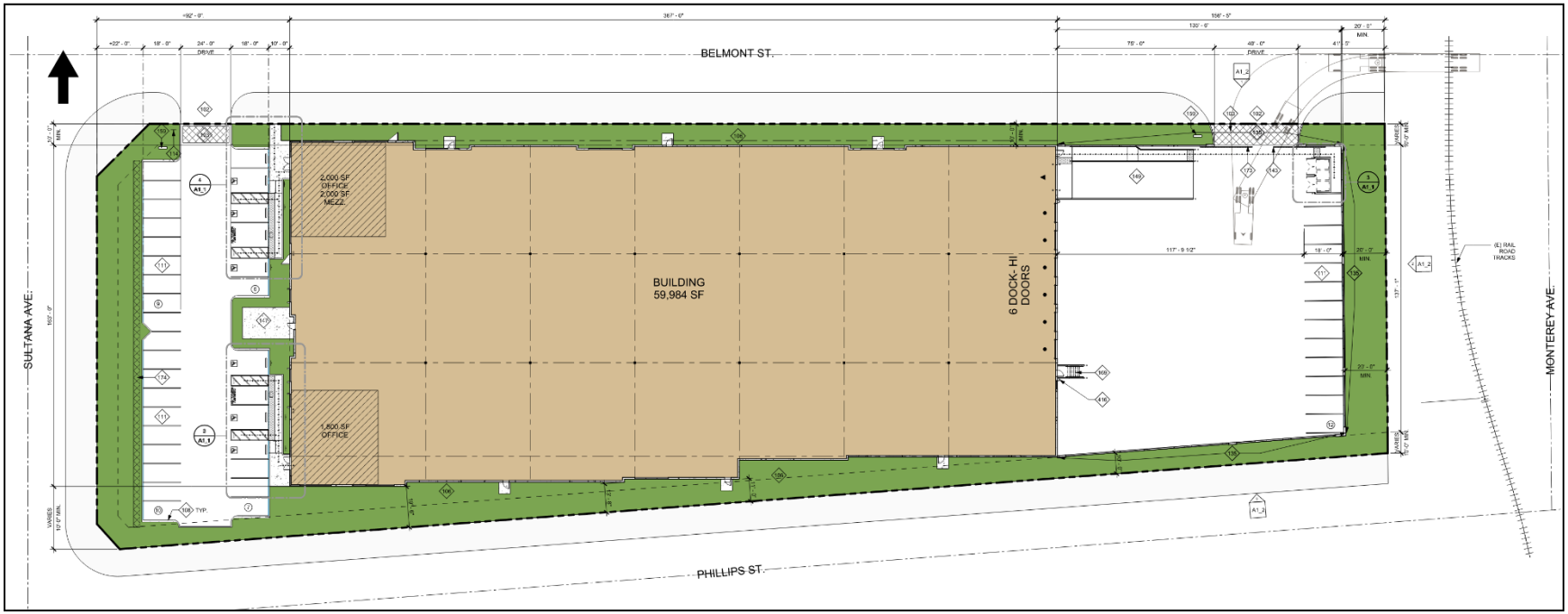


Exhibit C: FLOOR PLAN

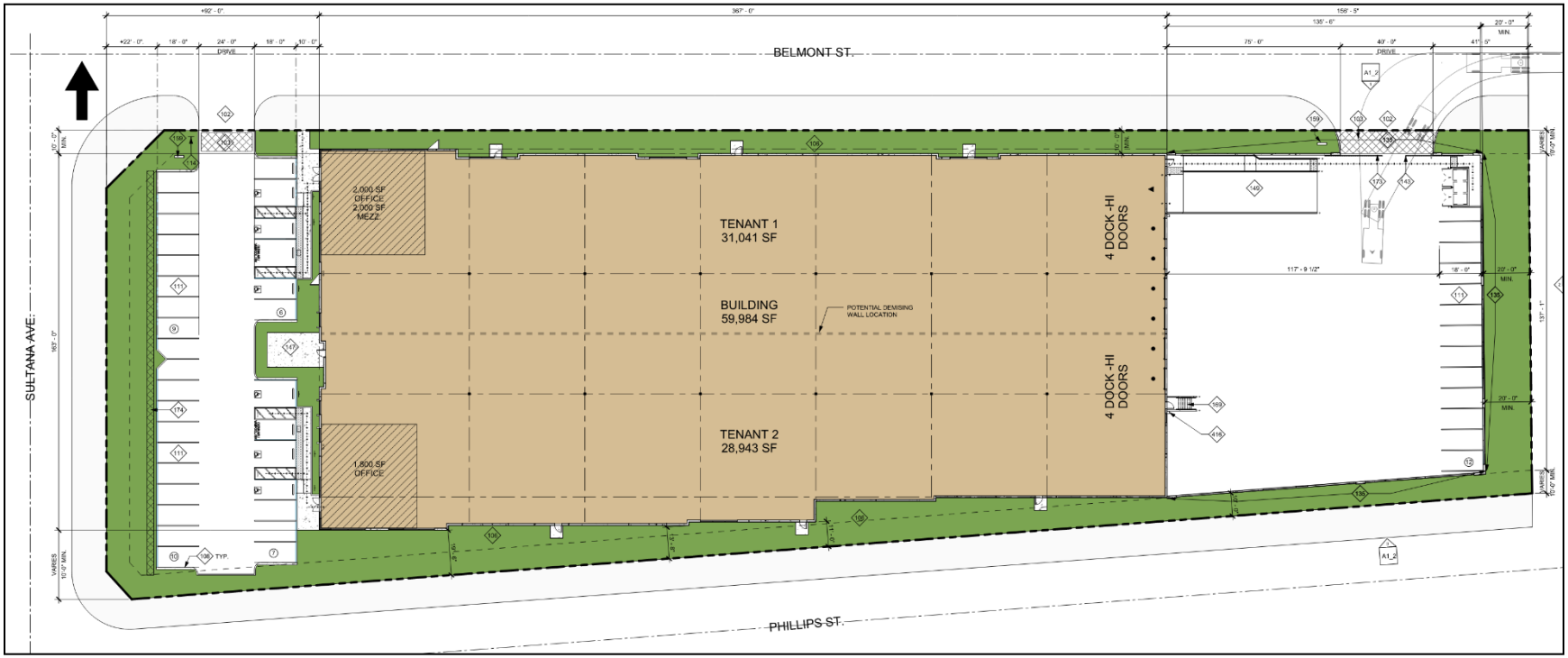
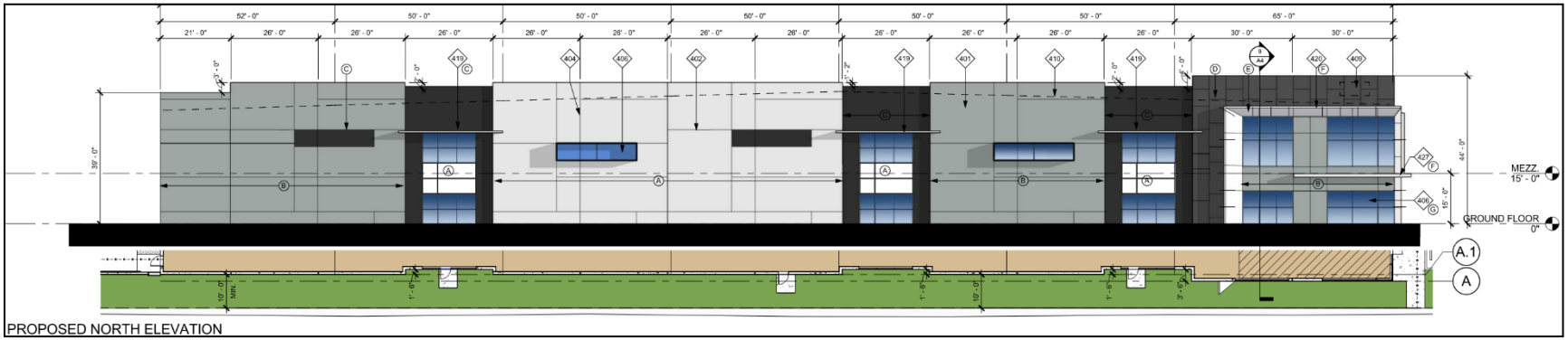
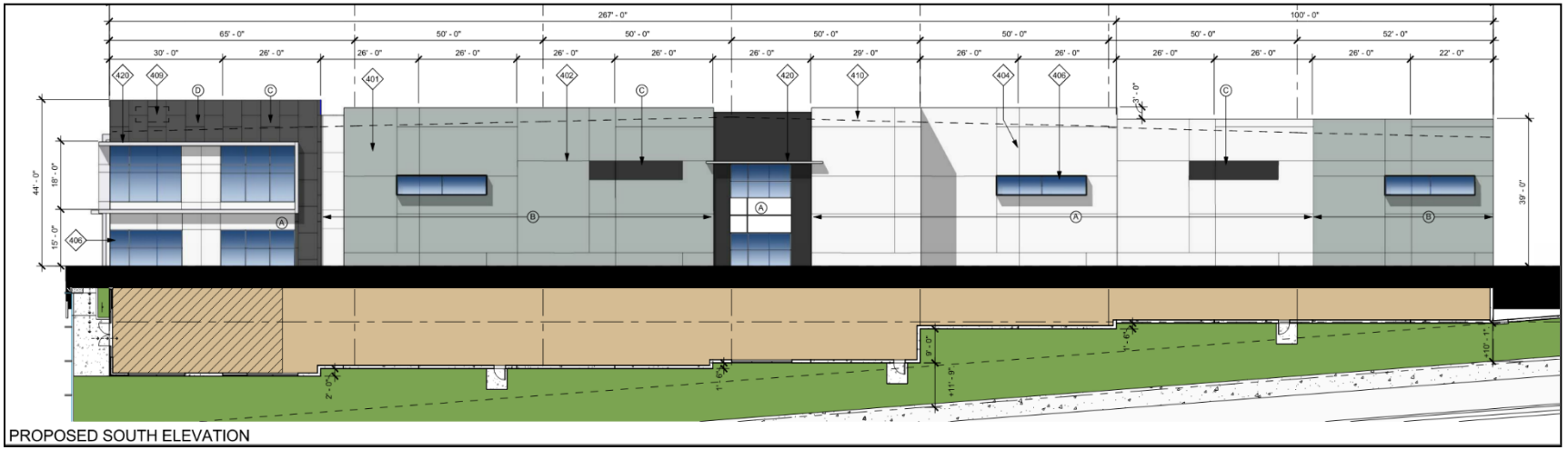


Exhibit D: ELEVATIONS

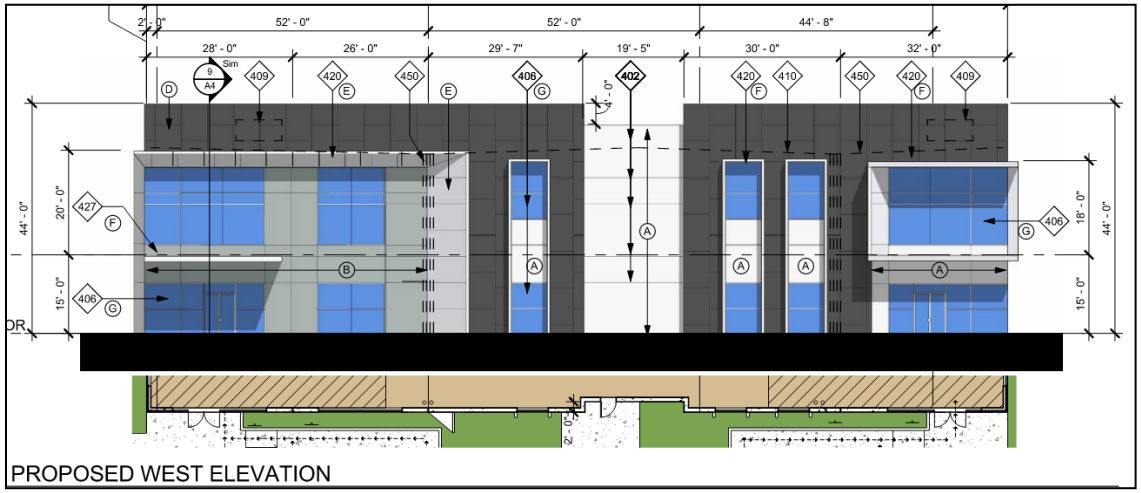


PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION

Exhibit D: ELEVATIONS



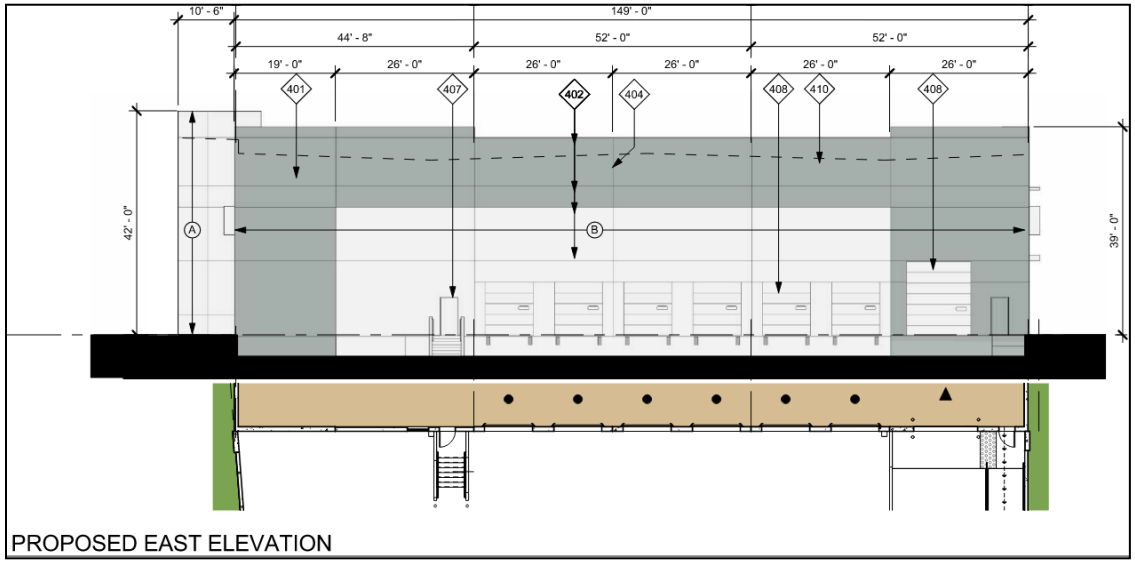
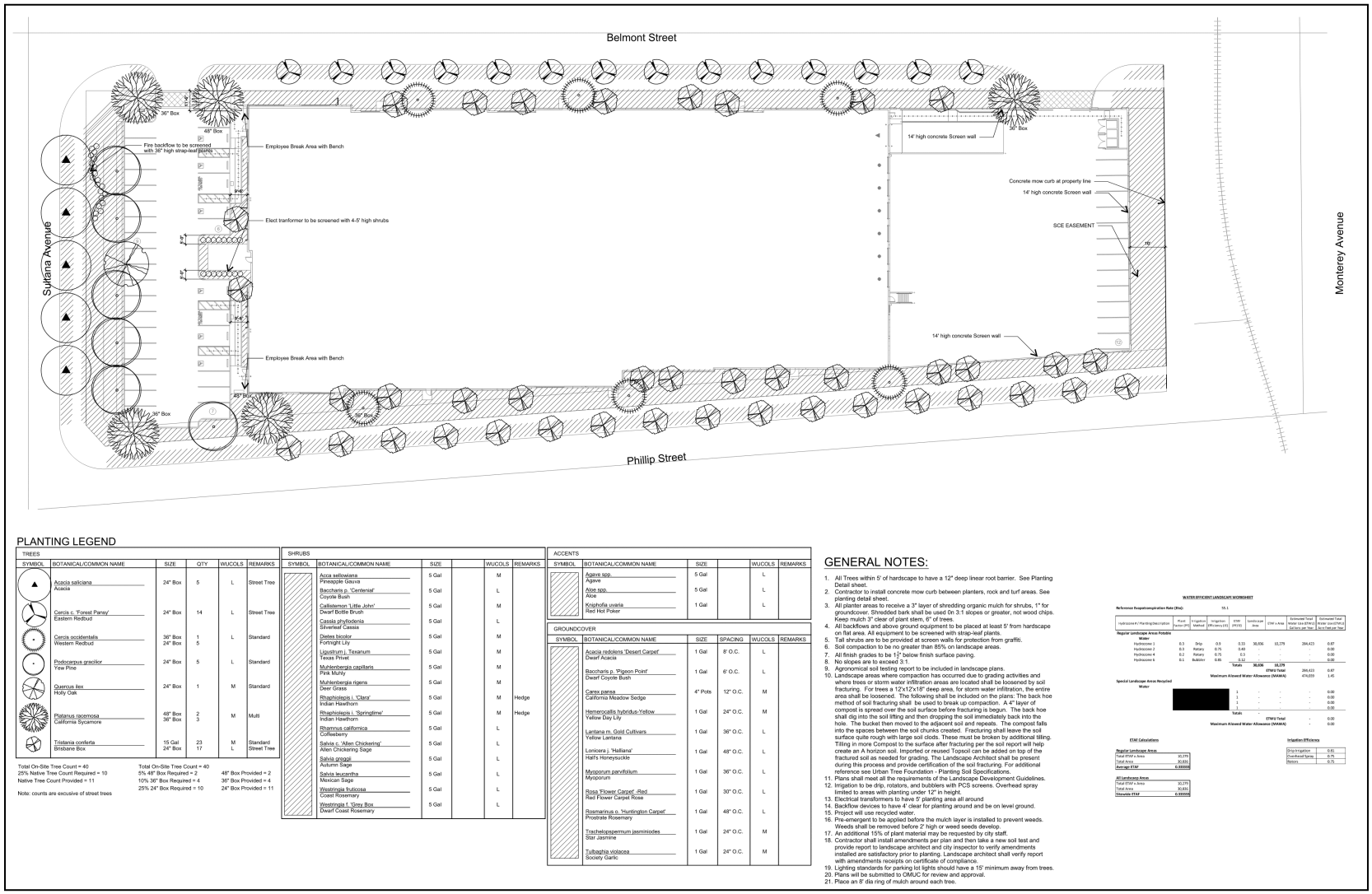


Exhibit E: LANDSCAPE PLAN



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Acacia saliciana Acacia	24" Box	5	L	Street Tree
	Cercis c. 'Forest Pansy' Eastern Redbud	24" Box	14	L	Street Tree
	Cercis occidentalis Western Redbud	36" Box 24" Box	1 5	L	Standard
	Podocarpus gracilior Yew Pine	24" Box	5	L	Standard
	Quercus ilex Holly Oak	24" Box	1	M	Standard
	Platanus racemosa California Sycamore	48" Box 36" Box	2 3	M	Multi
	Tristania conferta Brisbane Box	15 Gal 24" Box	23 17	M L	Standard Street Tree

Total On-Site Tree Count = 40
25% Native Tree Count Required = 10
Native Tree Count Provided = 11

Total On-Site Tree Count = 40
5% 48" Box Required = 2
10% 36" Box Required = 4
25% 24" Box Required = 10

48" Box Provided = 2
36" Box Provided = 4
24" Box Provided = 11

Note: counts are exousive of street trees

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Acca sellowiana Pineapple Gauva	5 Gal		M	
	Baccharis p. 'Centennial' Coyote Bush	5 Gal		L	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal		M	
	Cassia phyllodenia Silverleaf Cassia	5 Gal		L	
	Dietes bicolor Fortnight Lily	5 Gal		M	
	Ligustrum j. Texanum Texas Privet	5 Gal		M	
	Muhlenbergia capillaris Pink Muhly	5 Gal		M	
	Muhlenbergia rigens Deer Grass	5 Gal		M	
	Rhaphiolepis i. 'Clara' Indian Hawthorn	5 Gal		M	Hedge
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal		M	Hedge
	Rhamnus californica Coffeeberry	5 Gal		L	
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal		L	
	Salvia greggii Autumn Sage	5 Gal		L	
	Salvia leucantha Mexican Sage	5 Gal		L	
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal		L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Agave spp. Agave	5 Gal		L	
	Aloe spp. Aloe	5 Gal		L	
	Kniphofia uvaria Red Hot Poker	1 Gal		L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Desert Carpet' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Carex pansa California Meadow Sedge	4" Pots	12" O.C.	M	
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lantana m. Gold Cultivars Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	
	Tulbaghia violacea Society Garlic	1 Gal	24" O.C.	M	

GENERAL NOTES:

1. All Trees within 5' of hardscape to have a 12" deep linear root barrier. See Planting Detail sheet.
2. Contractor to install concrete mow curb between planters, rock and turf areas. See planting detail sheet.
3. All planter areas to receive a 3" layer of shredding organic mulch for shrubs, 1" for groundcover. Shredded bark shall be used On 3:1 slopes or greater, not wood chips. Keep mulch 3" clear of plant stem, 6" of trees.
4. All backflows and above ground equipment to be placed at least 5' from hardscape on flat area. All equipment to be screened with strap-leaf plants.
5. Tall shrubs are to be provided at screen walls for protection from graffiti.
6. Soil compaction to be no greater than 85% on landscape areas.
7. All finish grades to be 1½" below finish surface paving.
8. No slopes are to exceed 3:1.
9. Agronomical soil testing report to be included in landscape plans.
10. Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area, for storm water infiltration, the entire area shall be loosened. The following shall be included on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then dropping the soil immediately back into the hole. The bucket then moved to the adjacent soil and repeats. The compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation - Planting Soil Specifications.
11. Plans shall meet all the requirements of the Landscape Development Guidelines.
12. Irrigation to be drip, rotators, and bubblers with PCS screens. Overhead spray limited to areas with planting under 12" in height.
13. Electrical transformers to have 5' planting area all around
14. Backflow devices to have 4' clear for planting around and be on level ground.
15. Project will use recycled water.
16. Pre-emergent to be applied before the mulch layer is installed to prevent weeds. Weeds shall be removed before 2" high or weed seeds develop.
17. An additional 15% of plant material may be requested by city staff.
18. Contractor shall install amendments per plan and then take a new soil test and provide report to landscape architect and city inspector to verify amendments installed are satisfactory prior to planting. Landscape architect shall verify report with amendments receipts on certificate of compliance.
19. Lighting standards for parking lot lights should have a 15' minimum away from trees.
20. Plans will be submitted to OMUC for review and approval.
21. Place an 8' dia ring of mulch around each tree.

Exhibit F: VEHICLE AND TRUCK ROUTES

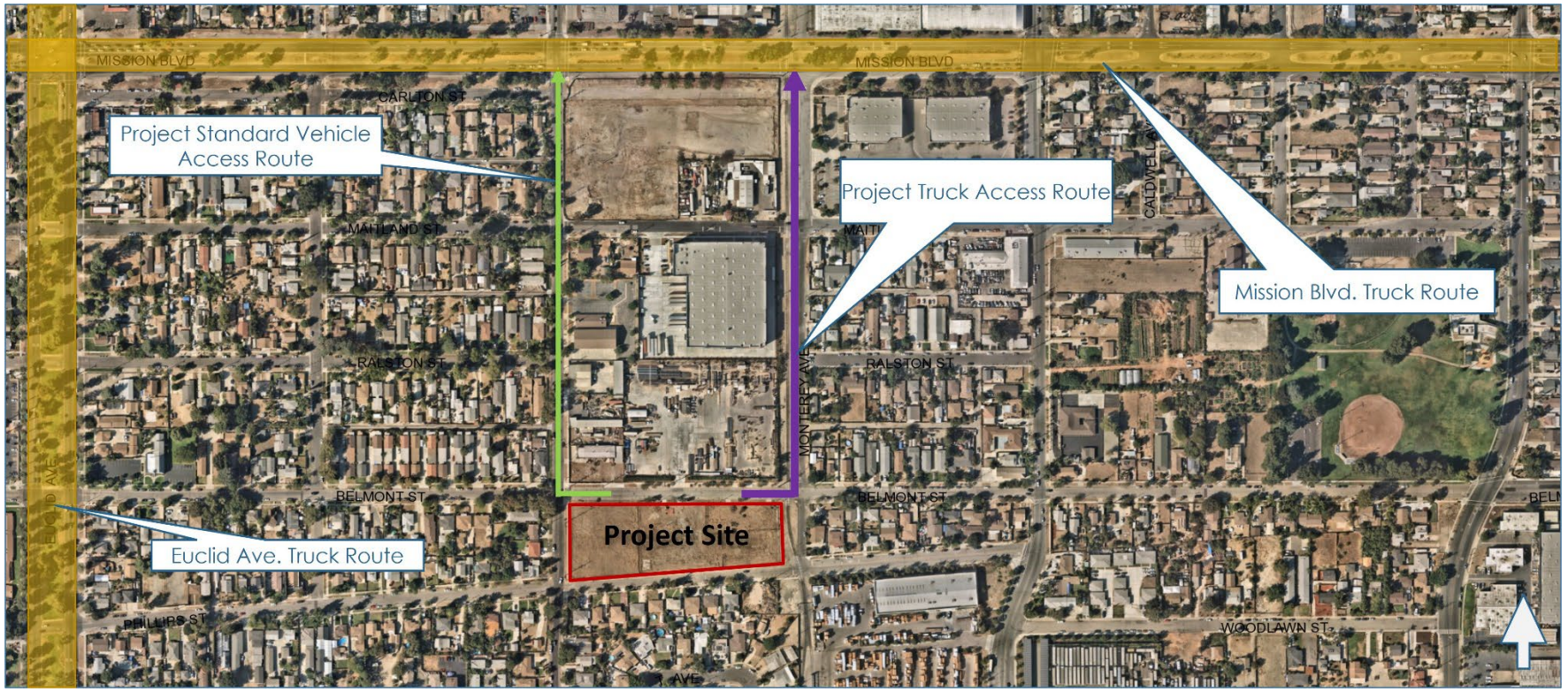


Exhibit G: COMMUNITY MEETING CORRESPONDENCE

From: Nadya Bahena <nadyabahena@gmail.com>
Sent: Wednesday, March 9, 2022 11:13 AM
To: Lorena Mejia
Subject: Planning Department Community Meeting 3.10

Good morning Lorena,

I hope this email finds you well. I am emailing you to submit my comment for tomorrow's meeting. I am unable to attend due to my commute. I live in the project site area, right in front of the vacant lot of land. My entire household is opposed to the idea of building yet another industrial building. What is the difference between this and the tow truck yard that was strongly opposed by the community? The greed of the officials running the city of Ontario is continuously dismissing the wants and needs of the people who elect them. Instead of supporting this building, why does the city not use this land to support community partnerships, like working with the Huerta de Valle located literally down the street to create more greenery? The city officials do not have to endure the health repercussions endured as a result of factories being built. This plan also brings the same safety concerns for the elementary and middle school children within the area that were brought up when the tow truck company tried its luck. There is already enough hazard faced on the streets of Euclid, Mission, and Campus where trailers heavily travel. We, the people of Ontario, implore that you do not follow the same path as the city of Fontana. Please do not put our children at risk. Please do not put our already compromised health at further risk. Stop thinking of money and think of the actual human beings that have to live with your greedy actions.

--
Nadya Bahena
University of California, Los Angeles | 2019
Bachelor of Arts | Political Science | Chicanxs Studies
Phone | (909)786-5531

From: Rosemary Ramos <rosemaryramos7@gmail.com>
Sent: Friday, March 25, 2022 1:46 PM
To: Lorena Mejia <LMejia@ontarioca.gov>
Subject: Notification letter of development plan

Hi Mrs. Mejia I received a letter from City of Ontario as a home owner near project site of a light industrial building proposed site .
On the corner of Sultana and Belmont streets.
I was unable yo attend meeting held March 10th . I live
I would like more info on the type industrial building and business it will be . I live about 3 houses away from this site
How can I and other residents obtain this information .
Thankyou kindly
Rosemary Ramos
909 657-6036

ATTACHMENT A:

Environmental Studies

(Environmental Studies follow this page)

BELMONT SULTANA WAREHOUSE PROJECT AIR QUALITY, GLOBAL CLIMATE CHANGE, HRA, AND ENERGY IMPACT ANALYSIS

City of Ontario

February 24, 2022

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

BELMONT SULTANA WAREHOUSE PROJECT
AIR QUALITY, GLOBAL CLIMATE CHANGE, HRA, AND ENERGY IMPACT ANALYSIS

City of Ontario

February 24, 2022

prepared by
Katie Wilson, MS
Catherine Howe, MS

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Project No. 19480

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EXECUTIVE SUMMARY

The purpose of this air quality, global climate change, health risk assessment and energy impact analysis is to provide an assessment of the impacts resulting from development of the proposed Belmont Sultana Warehouse project and to identify measures that may be necessary to reduce potentially significant impacts.

Construction-Source Emissions

Project construction-source emissions would not exceed applicable regional thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). For localized emissions, the project will not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD.

Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed herein, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

Given the temporary and short-term construction schedule, the project would not result in a long-term (i.e., lifetime or 30-year) exposure to TACs as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, impacts from TACs during construction would be less than significant.

Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent in nature and would not result in persistent impacts that would affect substantial numbers of people. Potential construction-source odor impacts are therefore considered less than significant.

Operational-Source Emissions

Project operational-sourced emissions would not exceed applicable regional thresholds of significance established by the SCAQMD. Project operational-source emissions would not result in or cause a significant localized air quality or toxic air contaminant (TAC) impacts as discussed in the Operations-Related Local Air Quality Impacts section of this report. Additionally, project-related trips will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO “hotspots).

The Diesel Emissions Health Risk Assessment conducted for this project showed that DPM emissions from project-related truck trips will not cause a significantly elevated cancer risk or significant non-cancer-related health risk to nearby receptors. Project operational-source emissions would therefore not adversely affect sensitive receptors within the vicinity of the project.

Project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. The project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential operational-source odor impacts are therefore considered less than significant.

Greenhouse Gases

Project-related GHG emissions would not exceed the City of Ontario Community Climate Action Plan/SCAQMD screening threshold of 3,000 MTCO2e per year.

Furthermore, the project's GHG emissions would not exceed the SCAQMD screening threshold (based on EO S-3-05). The project would not conflict with the goals of AB-32, SB-32, or the City of Ontario Community Climate Action Plan and CARB Scoping Plan; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

Energy

For new development such as that proposed by the Belmont Sultana Warehouse project, compliance with California Building Standards Code Title 24 energy efficiency requirements (CalGreen), are considered demonstrable evidence of efficient use of energy. As discussed below, the project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Impacts are considered to be less than significant.

1. INTRODUCTION

This section describes the purpose of this air quality, global climate change, health risk assessment, and energy impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

This study was performed to address the possibility of regional/local air quality impacts and global climate change impacts, from project related air emissions. The objectives of the study include:

- documentation of the atmospheric setting
- discussion of criteria pollutants and greenhouse gases
- discussion of the air quality and global climate change regulatory framework
- analysis of the construction related air quality and greenhouse gas emissions
- analysis of the operations related air quality and greenhouse gas emissions
- discussion of the health risk impacts
- analysis of the conformity of the proposed project with the SCAQMD AQMP
- analysis of the project's energy use during construction and operation
- recommendations for mitigation measures

The City of Ontario is the lead agency for this air quality and greenhouse gas analysis, in accordance with the California Environmental Quality Act authorizing legislation. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with terms unique to air quality and global climate change, a definition of terms has been provided in Appendix A.

PROJECT LOCATION

The 2.55 net-acre project site is located at the southeast corner of Belmont Street and Sultana Avenue, addressed at 500 Belmont Street, in the City of Ontario, California. The project site is currently vacant. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The proposed project involves construction of a 59,984 square foot industrial building. The proposed project also includes 44 auto parking spaces and two trailer parking spaces. Access to the project site would be provided by two access driveways on Belmont Street. Figure 2 illustrates the proposed site plan.

PHASING AND TIMING

The proposed project is anticipated to be operational in 2023. The project is anticipated to be built in one phase, with project construction to start no sooner than the beginning of February 2023 and being completed by November 2023. Even if construction was to occur any time after the respective dates, the analysis represents "worst-case" since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.[1]

[1] As shown in the California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0, Section 4.3.2 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

SENSITIVE RECEPTORS IN PROJECT VICINITY

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (South Coast Air Quality Management District 2008). Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours.

The nearest sensitive receptors to the project site include the existing single-family residential property lines located approximately 50 feet (~15 meters) to the south (across Phillips Street), 82 feet (~25 feet) to the southwest (across the intersection of Phillips Street and Sultana Avenue), 60 feet (~18 meters) to the west (across Sultana Avenue), 85 feet (~26 meters) to the northwest (across the intersection of Belmont Street and Sultana Avenue), 120 feet (36 meters) to the northeast (across the intersection of Belmont Street and Monterey Avenue), and 85 feet (~26 meters) to the east (across the Union Pacific rail line and Monterey Street) of the project site.

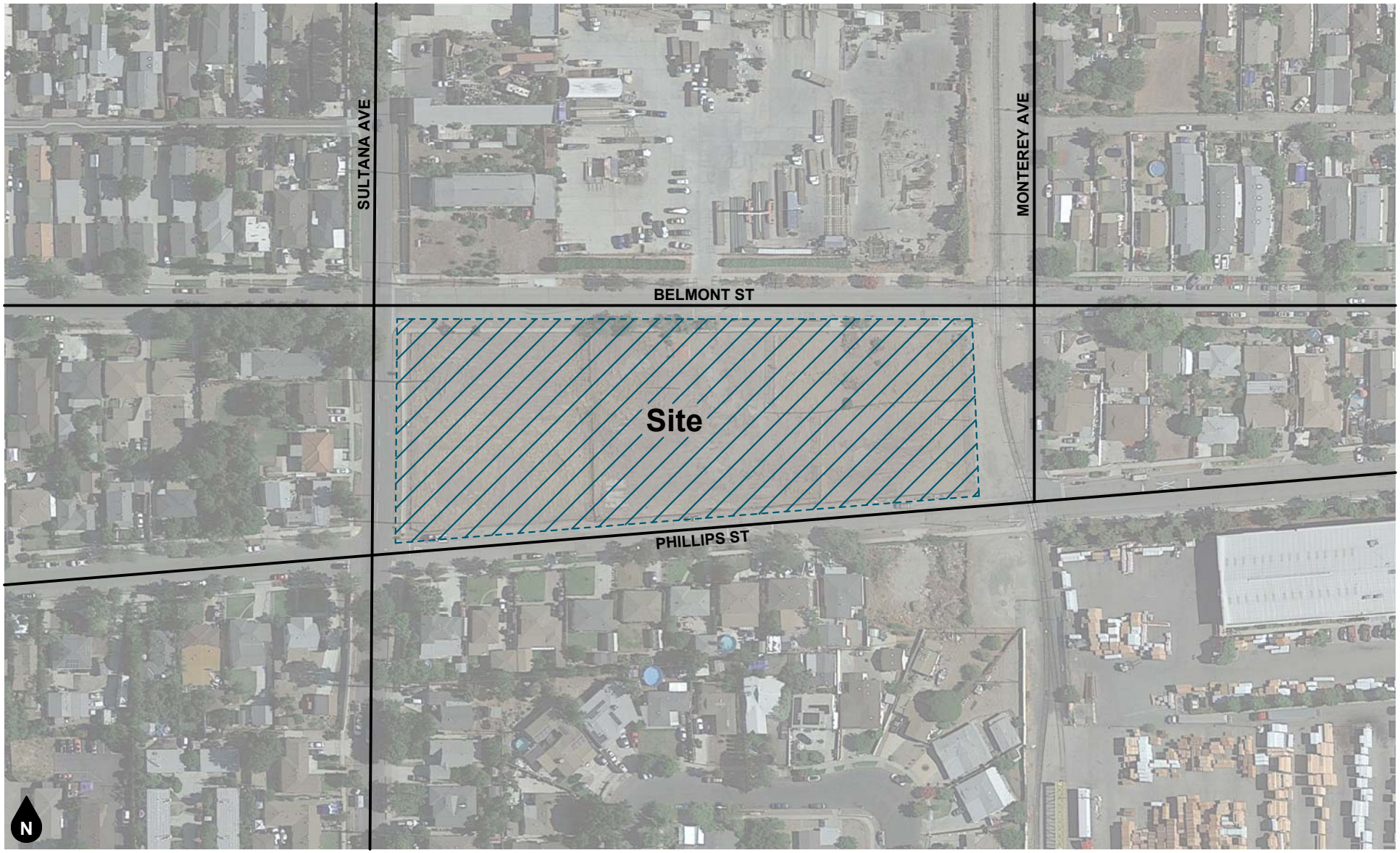


Figure 1
Project Location Map

Figure 2
Site Plan

2. AIR QUALITY ANALYSIS

EXISTING AIR QUALITY CONDITIONS

Local Air Quality

The project site is located in the City of Ontario in San Bernardino County, which is part of the South Coast Air Basin (Basin) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. The project site is located toward the northeast portion of the South Coast Air Basin near the foot of the San Bernardino Mountains, which define the eastern boundary of the South Coast Air Basin.

The climate of San Bernardino County, technically called an interior valley subclimate of the Southern California's Mediterranean-type climate, is characterized by hot dry summers, mild moist winters with infrequent rainfall, moderate afternoon breezes, and generally fair weather. Occasional periods of strong Santa Ana winds and winter storms interrupt the otherwise mild weather pattern. The clouds and fog that form along the area's coastline rarely extend as far inland as western Riverside County. When morning clouds and fog form, they typically burn off quickly after sunrise. The most important weather pattern from an air quality perspective is associated with the warm season airflow across the populated areas of the Los Angeles Basin. This airflow brings polluted air into western Riverside County late in the afternoon. This transport pattern creates unhealthful air quality that may extend to the project site particularly during the summer months.

Winds are an important parameter in characterizing the air quality environment of a project site because they both determine the regional pattern of air pollution transport and control the rate of dispersion near a source. Daytime winds in western Riverside County are usually light breezes from off the coast as air moves regionally onshore from the cool Pacific Ocean to the warm Mojave Desert interior of Southern California. These winds allow for good local mixing, but as discussed above, these coastal winds carry significant amounts of industrial and automobile air pollutants from the densely urbanized western portion of the South Coast Air Basin into the interior valleys which become trapped by the mountains that border the eastern edge of the South Coast Air Basin.

In the summer, strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloud.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution "hot spots" in heavily developed coastal areas of the basin, there is not enough vehicular volumes in inland valleys to cause any winter air pollution problems. Despite light wind conditions, especially at night and in the early morning, winter is generally a period of good air quality in the project vicinity.

The temperature and precipitation levels for the Fontana area, closest monitoring site with data, are shown below in Table 1. Table 1 shows that August is typically the warmest month and January and December are typically the coolest month. Rainfall in the project area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.

Table 1
Local Monthly Climate Data

Descriptor	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Max. Temperature	66.4	68.9	68.5	72.8	80.3	86.5	95.0	96.2	90.0	80.4	68.7	66.0
Avg. Min. Temperature	41.5	42.6	43.9	45.9	51.5	56.1	59.5	62.4	60.2	52.5	43.5	41.7
Avg. Total Precipitation (in.)	3.17	3.27	4.13	1.31	0.31	0.00	0.00	0.28	0.62	0.77	2.59	2.33

Source: https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca3120
Data from the Fontana, CA station (043120).

Pollutants

Pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of federal and state ambient air quality standards is provided in the Regulatory Framework section.

Criteria Pollutants

The criteria pollutants consist of: ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, lead, and particulate matter. These pollutants can harm your health and the environment, and cause property damage. The Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria for setting permissible levels. The following provides descriptions of each of the criteria pollutants.

Nitrogen Dioxides

Nitrogen Oxides (NOx) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NOx are colorless and odorless, concentrations of nitrogen dioxide (NO_2) can often be seen as a reddish-brown layer over many urban areas. NOx form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOx are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NOx reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NOx and the pollutants formed from NOx can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NOx is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone (O_3) is not usually emitted directly into the air but at ground-level is created by a chemical reaction between NOx and volatile organic compounds (VOC) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high

traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Dioxide

Sulfur Oxide (SOx) gases (including sulfur dioxide [SO2]) are formed when fuel containing sulfur, such as coal and oil is burned, and from the refining of gasoline. SOx dissolve easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. Particulate matter is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM10) are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter (PM2.5) have been designated as a subset of PM10 due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Reactive Organic Gases (ROG)

Although not a criteria pollutant, reactive organic gases (ROGs), or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably. Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. Sources of toxic air contaminants include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important of these toxic air contaminants, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to toxic air contaminants can result from emissions from normal operations as well as from accidental releases. Health effects of toxic air contaminants include cancer, birth defects, neurological damage, and death.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to the 2013 California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM). Diesel particulate matter is a subset of PM2.5 because the size of diesel particles are typically 2.5 microns and smaller. The identification of diesel particulate matter as a toxic air contaminant in 1998 led the California Air Resources Board (CARB) to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in diesel particulate matter by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot". Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of diesel particulate matter as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to diesel particulate matter is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by the ARB and as a Hazardous Air Pollutant by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. Naturally occurring asbestos is not present in San Bernardino County. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California prepared by the California Division of Mines and Geology, is located at Asbestos Mountain in the San Jacinto Valley; approximately 74.2 miles southeast of the site. Due to the distance to the nearest natural occurrences of asbestos, the project site is not likely to contain asbestos.

Regulatory Setting

The proposed project is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through

legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality are discussed below.

Federal – United States Environmental Protection Agency

The United States Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The National Ambient Air Quality Standards (NAAQS) pollutants were identified using medical evidence and are shown below in Table 2.

The EPA and the California Air Resource Board (CARB) designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Attainment status is shown in Table 3.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The State Implementation Plan (SIP) must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan (SIP).

As indicated below in Table 3, the Basin has been designated by the EPA as a non-attainment area for ozone (O_3) and suspended particulates (PM10 and PM2.5). Currently, the Basin is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO_2), suspended particulate matter (PM-2.5), and nitrogen dioxide (NO_2).

State – California Air Resources Board

The California Air Resources Board (CARB), which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan (SIP). The California Ambient Air Quality Standards (CAAQS) for criteria pollutants are shown in Table 2. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. Furthermore, the motor vehicle emission standards established by CARB include compliance with the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020). The SAFE Rule sets fuel economy and carbon dioxide standards that increase 1.5 percent in stringency each year from model years 2021 through 2026, and apply to both passenger cars and light trucks. CARB. It also sets fuel specifications to further reduce vehicular emissions.

The South Coast Air Basin has been designated by the CARB as a nonattainment area for ozone, PM10 and PM2.5. Currently, the South Coast Air Basin is in attainment with the ambient air quality standards for CO, lead, SO2, NO2, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

On June 20, 2002, the CARB revised the PM10 annual average standard to 20 µg/m3 and established an annual average standard for PM2.5 of 12 µg/m3. These standards were approved by the Office of Administrative Law in June 2003 and are now effective. On September 27, 2007 CARB approved the South Coast Air Basin and the Coachella Valley 2007 Air Quality Management Plan for Attaining the Federal 8-hour Ozone and PM2.5 Standards. The plan projected attainment for the 8-hour Ozone standard by 2024 and the PM2.5 standard by 2015.

On December 12, 2008 the CARB adopted Resolution 08-43, which limits NOx, PM10 and PM2.5 emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, Title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California.

The CARB is also responsible for regulations pertaining to toxic air contaminants. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the South Coast Air Basin. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

AB 617 Nonvehicular air pollution: criteria air pollutants and toxic air contaminants

This bill requires the state board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill requires those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified. This bill required the state board, by October 1, 2018, to prepare a monitoring plan regarding technologies for monitoring criteria air pollutants and toxic air contaminants and the need for and benefits of additional community air monitoring systems, as defined. The bill requires the state board to select, based on the monitoring plan, the highest priority locations in the state for the deployment of community air monitoring systems. The bill requires an air district containing a selected location, by July 1, 2019, to deploy a system in the selected location. The bill would authorize the air district to require a stationary source that emits air pollutants in, or that materially affect, the selected location to deploy a fence-line monitoring system, as defined, or other specified real-time, on-site monitoring. The bill authorizes the state board, by January 1, 2020, and annually thereafter, to select additional locations for the deployment of the systems. The bill would require air districts that have deployed a system to provide to the state board air quality data produced by the system. By increasing the duties of air districts, this bill would impose a state-mandated local program. The bill requires the state board to publish the data on its Internet Web site.

Regional

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state agencies.

South Coast Air Quality Management District

The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. On June 30, 2016, the

SCAQMD released its Draft 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air.

Air Quality Management Plan

The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. On March 23, 2017 the CARB approved the 2016 AQMP. The primary goal of this Air Quality Management Plan is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the Plan has been approved by the CARB, it has been forwarded to the U.S. EPA for its review. The Plan was approved by the EPA on June 15, 2017.

South Coast AQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin and Coachella Valley. To support the development of mobile source strategies for the 2022 AQMP, South Coast AQMD, in conjunction with California Air Resources Board, has established Mobile Source Working Groups which are open to all interested parties.

SCAQMD Rules and Regulations

During construction and operation, the project must comply with applicable rules and regulations. The following are rules that the project may be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 445

Prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

(1) The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
(2) Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
(3) An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

SCAQMD Rule 2305

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program aims to reduce nitrogen oxide and diesel emissions associated with warehouses, help meet federal standards and improve public health. The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. Owners and operators of warehouses that have 100,000 square feet or more of indoor floor space in a single building must comply with the WAIRE Program. WAIRE is a menu-based point system in which warehouse operators are required to earn a specific number of points every year. The yearly number of points required is based on the number of trucks trips made to and from the warehouse each year, with larger trucks such as tractors or tractor-trailers multiplied by 2.5. Warehouse operators may be exempt from parts of the rule if they operate less than 50,000 square feet of warehousing activities, if the number of points required is less than 10, or if the WAIRE menu action chosen under performs due to circumstances beyond the operator's control, such as a manufacturer defect. SCAQMD Rule 316 establishes fees to fund Rule 2305 compliance activities.

Air Quality Guidance Documents

SCAQMD CEQA Handbook

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the South Coast Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook) prepared by the SCAQMD (1993) with the most current updates found at http://www.aqmd.gov/ceqa/hdbk.html, was developed in accordance with the projections and programs of the AQMP. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that the SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. SCAQMD is in the process of developing an "Air Quality Analysis Guidance Handbook" to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. The 1993 CEQA Air Quality Handbook is still available but not online. In addition, there are sections of the 1993 Handbook that are obsolete. In order to assist the CEQA practitioner in conducting an air quality analysis while the new Handbook is being prepared, supplemental information regarding: significance thresholds and analysis, emissions factors, cumulative impacts emissions analysis, and other useful subjects, are available at the SCAQMD website[2]. The SCAQMD CEQA Handbook and supplemental information is used in this analysis.

Southern California Association of Governments

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the Federally designated MPO for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the Regional Transportation Plan and Regional Transportation Improvement Plan (RTIP), which addresses regional development and growth forecasts. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The Regional Transportation Plan, Regional Transportation Improvement Plan, and AQMP are based on projections originating within the City and County General Plans.

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS or Plan). The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The Plan charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The Plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 FTIP Consistency Amendment through Amendment 15-12 have been met.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all

[2] http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

other purposes within 120 days from May 7, 2020. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Local – City of Ontario

Local jurisdictions, such as the City of Ontario, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

The Environmental Resources Element of the Ontario Policy Plan includes the following applicable air-quality related goals and policies:

Goal ER4 Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

ER4-1: *Land Use*. We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

ER4-2: *Sensitive Land Uses*. We prohibit the future siting of sensitive land uses, within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.

ER4-3: *Greenhouse Gases (GHG) Emissions Reductions*. We will reduce GHG emissions in accordance with regional, state and federal regulations.

ER4-4: *Indoor Air Quality*. We will comply with State Green Building Codes relative to indoor air quality.

ER4-5: *Transportation*. We promote mass transit and non-motorized mobility options (e.g., walking, biking) to reduce air pollutant emissions.

ER4-6: *Particulate Matter*. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

ER4-7: *Other Agency Collaboration*. We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.

ER4-8: *Tree Planting. We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality.*

Table 2
State and Federal Criteria Pollutant Standards

Air Pollutant	Concentration / Averaging Time		Most Relevant Effects
	California Standards	Federal Primary Standards	
Ozone (O_3)	0.09 ppm/1-hour 0.07 ppm/8-hour	0.070 ppm/8-hour	(a) Decline in pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage.
Carbon Monoxide (CO)	20.0 ppm/1-hour 9.0 ppm/8-hour	35.0 ppm/1-hour 9.0 ppm/8-hour	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses.
Nitrogen Dioxide (NO_2)	0.18 ppm/1-hour 0.03 ppm/annual	100 ppb/1-hour 0.053 ppm/annual	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO_2)	0.25 ppm/1-hour 0.04 ppm/24-hour	75 ppb/1-hour 0.14 ppm/annual	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM_{10})	50 µg/m^3/24-hour 20 µg/m^3/annual	150 µg/m^3/24-hour	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in elderly.
Suspended Particulate Matter ($PM_{2.5}$)	12 µg/m^3 / annual	35 µg/m^3/24-hour 12 µg/m^3/annual	
Sulfates	25 µg/m^3/24-hour	No Federal Standards	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) property damage.
Lead	1.5 µg/m^3/30-day	0.15 µg/m^3/3-month rolling	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction.
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more due to particles when humidity is less than 70 percent.	No Federal Standards	Visibility impairment on days when relative humidity is less than 70 percent.

Source: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf

Table 3
South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Maintenance (Serious)
Nitrogen dioxide	Attainment	Maintenance (Primary)
Sulfur dioxide	Attainment	Attainment/Unclassified
PM10	Nonattainment	Maintenance (Serious)
PM2.5	Nonattainment	Nonattainment (Moderate)

Source (Federal and State Status): California Air Resources Board (2020) https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations & US EPA (2020) https://www.epa.gov/green-book.

MONITORED AIR QUALITY

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Southwest San Bernardino Valley Air Monitoring Area (Area 33). The nearest air monitoring station to the project site is the Upland Monitoring Station (Upland Station). The Upland Station is located approximately 3.68 miles northeast of the project site at 1350 San Bernardino Road, Upland. However, it should be noted that due to the air monitoring stations distances from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site. Table 4 presents the monitored pollutant levels from the Upland Station.

Table 4 summarizes 2018 through 2020 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone standards.

Ozone

During the 2018 to 2020 monitoring period, the State 1-hour concentration standard for ozone was exceeded between 25 and 82 days each year at the Upland Station. The State 8-hour ozone standard has been exceeded between 54 and 118 days each year over the past three years at the Upland Station. The Federal 8-hour ozone standard was exceeded between 52 and 116 days each year over the past three years at the Upland Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Upland Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Upland Station did not record an exceedance of the State or Federal NO_2 standards for the last three years.

Particulate Matter

The State 24-hour concentration standards for PM10 were exceeded for only one day in 2018 and one day in 2020 over the last three years at the Upland Station. Over the past three years, the Upland Station did not record an exceedance of the Federal 24-hour standards for PM10.

There was insufficient data for the Federal 24-hour standard for PM2.5 over the last three years at the Upland Station.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM10 and PM2.5). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths during exercise.

Table 4
Air Quality Monitoring Summary

Pollutant (Standard)[1]		Year		
		2018	2019	2020
Ozone:	Maximum 1-Hour Concentration (ppm)	0.133	0.131	0.158
	Days > CAAQS (0.09 ppm)	25	31	82
	Maximum 8-Hour Concentration (ppm)	0.112	0.107	0.124
	Days > NAAQS (0.070 ppm)	52	52	116
	Days > CAAQS (0.070 ppm)	54	54	118
Carbon Monoxide:[2]	Maximum 8-Hour Concentration (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:	Maximum 1-Hour Concentration (ppm)	0.059	0.058	0.055
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM10):[2]	Maximum 24-Hour Concentration (µg/m^3)	156.6	125.9	174.8
	Days > NAAQS (150 µg/m3)	0	0	0
	Days > CAAQS (50 µg/m3)	1	0	1
	Annual Average (µg/m3)	33.4	29.0	33.5
Ultra-Fine Particulates (PM2.5):	Maximum 24-Hour Concentration (µg/m3)	47.9	91.1	74.0
	Days > NAAQS (35 µg/m3)	*	*	*
	Annual Average (µg/m3)	*	*	*

Notes:
Source: http://www.arb.ca.gov/adam/topfour/topfour1.php. Data from the Upland Monitoring Station, unless otherwise noted.

(1) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

* Means there was insufficient data available to determine value.

AIR QUALITY STANDARDS

Significance Thresholds

Appendix G of the State CEQA Guidelines

Appendix G of the State CEQA Guidelines states that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make a significance determination. Pursuant to Appendix G, the project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct the implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The CEQA Guidelines Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the project are, therefore, evaluated according to thresholds developed by SCAQMD in their CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent guidance, which are listed below.[3] Therefore, the project would result in a potentially significant impact to air quality if it would:

AIR-1: Conflict with or obstruct the implementation of the applicable air quality plan;

AIR-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of:

- Criteria pollutant emissions during construction (direct and indirect) in excess of the SCAQMD's regional significance thresholds,
- Criteria pollutant emissions during operation (direct and indirect) in excess of the SCAQMD's regional significance thresholds.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

AIR-4: Expose sensitive receptors to substantial pollutant concentrations that would:

- Exceed SCAQMD's localized significance thresholds,
- Cause or contribute to the formation of CO hotspots.

AIR-5: Create objectionable odors affecting a substantial number of people.

The SCAQMD is in the process of developing an Air Quality Analysis Guidance Handbook to replace the CEQA Air Quality Handbook. In the interim, supplemental guidance has been adopted by the SCAQMD. The

[3] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from industrial land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

potential air quality impacts of the project are, therefore, evaluated according to numeric indicators developed by the SCAQMD in the CEQA Air Quality Handbook and supplemental guidance from the SCAQMD.[4]

Regional Air Quality

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes to this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 5.

Local Air Quality

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

The significance thresholds for the local emissions of NO_2 and CO are determined by subtracting the highest background concentration from the last three years of these pollutants from Table 4 above, from the most restrictive ambient air quality standards for these pollutants that are outlined in the Localized Significant Thresholds. Table 5 shows the ambient air quality standards for NO_2, CO, and PM10 and PM2.5.

Toxic Air Contaminants

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

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

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

[4] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential land use projects such as the Project. As a result, lead emissions are not further evaluated herein.

The potential for health risks due to project-related diesel particulate matter (DPM) emissions is examined in Section 3 of this report.

Odor Impacts

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

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

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

If the proposed project results in a violation of Rule 402 with regards to odor impacts, then the proposed project would create a significant odor impact.

Table 5
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3

Toxic Air Contaminants, Odor and GHG Thresholds	
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
GHG	10,000 MT/yr CO2e for industrial projects

Ambient Air Quality Standards	
Pollutant	SCAQMD Standards
NO2 -1-hour average	0.18 ppm (338 µg/m^3)
PM10 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 ug/m^3
PM2.5 -24-hour average Construction Operations	 10.4 µg/m^3 2.5 µg/m^3
SO2 1-hour average 24-hour average	 0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	 20 ppm (23,000 µg/m^3) 9 ppm (10,000 µg/m^3)
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 0.15 µg/m^3 1.5 µg/m^3

Source: http://www.aqmd.gov/ceqa/handbook/signthres.pdf

SHORT-TERM CONSTRUCTION EMISSIONS

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: grading of approximately 2.55 net acres; construction of a 59,984 square foot industrial building with a 57,984 square foot footprint; paving of a parking lot with 44 auto parking spaces and two trailer spaces; and application of architectural coatings. The project is to have approximately 7,000 cubic yards of import during grading. See Appendix B for more details.

The proposed project is anticipated to start construction no sooner than the beginning of February 2023 and being completed by November 2023. The project is anticipated to be operational in 2023.

Methodology

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

Emissions are estimated using the CalEEMod (Version 2020.4.0) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.[5]

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be project-specific for the construction schedule and the equipment used was based on CalEEMod defaults. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific for the southwestern portion of San Bernardino County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Daily truck trips and CalEEMod default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators. Detailed construction equipment lists, construction scheduling, and emission calculations are provided in Appendix B.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation

[5] South Coast Air Quality Management District, California Emissions Estimator Model, http://www.aqmd.gov/caleemod/.

Notification Form to SCAQMD. Based on the size of the Project area (approximately 2.55 net acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

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

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of VOCs for building coatings and 100 grams per liter or less of VOCs for traffic coatings.

The phases of the construction activities which have been analyzed below for each phase are: (1) grading, (2) building construction, (3) paving, and (4) application of architectural coatings. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in Appendix B.

Construction-Related Regional Impacts

The construction-related criteria pollutant emissions for each phase are shown below in Table 6. Table 6 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

Construction-Related Local Impacts

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

Local Air Quality Impacts from Construction

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

(1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
(2) The maximum number of acres disturbed on the peak day.
(3) Any emission control devices added onto off-road equipment.
(4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The CalEEMod output in Appendix B show the equipment used for this analysis.

As shown in Table 7, the maximum number of acres disturbed in a day would be 2 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the

proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Southwest San Bernardino Valley source receptor area (SRA) 33 and a disturbance value of two acres per day. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are the existing single-family residential property lines located approximately 50 feet (~15 meters) to the south, 82 feet (~25 feet) to the southwest, 60 feet (~18 meters) to the west, 85 feet (~26 meters) to the northwest, 120 feet (36 meters) to the northeast, and 85 feet (~26 meters) to the east of the project site; therefore, the SCAQMD Look-up Tables for 25 meters were used. Table 8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 8 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Construction-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA)[6] and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),[7] health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 9 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being

[6] Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

[7] South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003,http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2.

utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors.

Table 6
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO_2	PM10	PM2.5
Grading	On-Site[1]	1.33	14.47	8.70	0.02	3.42	1.90
	Off-Site[2]	0.39	16.93	5.28	0.08	2.84	0.89
	Subtotal	1.72	31.40	13.99	0.10	6.25	2.79
Building Construction	On-Site[1]	1.83	14.78	15.89	0.07	0.67	0.64
	Off-Site[2]	0.21	0.82	2.05	0.01	0.65	0.18
	Subtotal	2.03	15.60	17.94	0.08	1.33	0.82
Paving	On-Site[1]	1.08	8.61	11.68	0.02	0.43	0.40
	Off-Site[2]	0.06	0.04	0.57	0.00	0.17	0.05
	Subtotal	1.14	8.65	12.25	0.02	0.60	0.45
Architectural Coating	On-Site[1]	57.27	1.30	1.81	0.00	0.07	0.07
	Off-Site[2]	0.04	0.02	0.34	0.00	0.10	0.03
	Subtotal	57.31	1.33	2.15	0.00	0.17	0.10
Total for overlapping phases[3]		60.48	25.57	32.34	0.11	2.10	1.37
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2020.4.0

(1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

(2) Off-site emissions from equipment operated on public roads.

(3) Construction, painting and paving phases may overlap.

Table 7
Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors[1]	2	0.5	1
Total for phase		-	-	2

Notes:
Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2011b.
(1) Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

Table 8
Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	14.47	8.70	3.42	1.90
Building Construction	14.78	15.89	0.67	0.64
Paving	8.61	11.68	0.43	0.40
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD Thresholds[1,2]	170	1,232	6	5
Exceeds Threshold?	No	No	No	No

Notes:
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2-acres at a distance of 25 m in SRA 33 Southwest San Bernardino Valley.

(1) The nearest sensitive receptors are the existing single-family residential property lines located approximately 50 feet (~15 meters) to the south, 82 feet (~25 feet) to the southwest, 60 feet (~18 meters) to the west, 85 feet (~26 meters) to the northwest, 120 feet (36 meters) to the northeast, and 85 feet (~26 meters) to the east of the project site; therefore, the 25 meter threshold was used.

(2) Note: The project will disturb up to a maximum of 2 acres a day during grading (see Table 7).

LONG-TERM OPERATIONAL EMISSIONS

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

Operations-Related Regional Air Quality Impacts

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

Operations-Related Criteria Pollutants Analysis

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2023, which is the anticipated opening year per the *Belmont Sultana Warehouse Project Level of Service and Vehicle Miles Traveled Screening Assessment* ("LOS & VMT Screening Assessment") prepared by Ganddini Group, Inc. (February 9, 2022) for the proposed project. The operations daily emissions printouts from the CalEEMod model are provided in Appendix B. The CalEEMod analyzes operational emissions from area sources, energy usage, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the LOS & VMT Screening Assessment into the CalEEMod Model. The LOS & VMT Screening Assessment found that the proposed project would create approximately 103 vehicle trips per day (non-PCE) and 159 vehicle trips per day (PCE) with a trip generation rate of 1.71 trips per thousand square foot per day. The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions.

The LOS & VMT Screening Assessment found that the proposed industrial use would create 67 automobile round trips, 6 2-axle truck round trips, 7 3-axle truck round trips, and 23 4+-axle truck round trips per day (non-PCE). The vehicle mix for the industrial project was changed in CalEEMod to match the LOS & VMT Screening Assessment (see Table 9) and the percentages in CalEEMod were changed to 65.1% autos (C-W) and 34.9% trucks (C-NW) to match the overall vehicle percentages given in the LOS & VMT Screening Assessment. Due to the proposed project's location and proposed industrial land use, the average customer based trip length was increased to 40 miles per SCAQMD recommendation, while all other trip lengths were based on the urban default values.

Area Sources

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

Energy Usage

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

Project Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table 10. The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Operations-Related Local Air Quality Impacts

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

Local CO Emission Impacts from Project-Generated Vehicular Trips

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

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

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles Department of Transportation (LADOT) evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The LOS & VMT Screening Assessment showed that the proposed project would generate a maximum of approximately 103 daily vehicle trips. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO

Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the project generates only 103 daily vehicle tripes, the intersection volumes would fall far short of 100,000 vehicles per day, no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family residential property lines located approximately 50 feet (~15 meters) to the south, 82 feet (~25 feet) to the southwest, 60 feet (~18 meters) to the west, 85 feet (~26 meters) to the northwest, 120 feet (36 meters) to the northeast, and 85 feet (~26 meters) to the east of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The proposed project was analyzed based on the Southwest San Bernardino Valley source receptor area (SRA) 33 and as the site is only 2.55 net-acres, used the screening thresholds for a two-acre project site.

Table 11 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the project-related new mobile sources.[8] The data provided in Table 11 shows that the on-going operations of the proposed project would not exceed SCAQMD local operational thresholds of significance discussed above. Therefore, the on-going operations of the proposed project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the

[8] The project site is approximately 0.13 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/65th of the shortest CalEEMod default distance of 8.4 miles. Therefore, to be conservative, 1/10th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

Table 9
CalEEMod Revised Vehicle Mix Parameters

CalEEMod Vehicle Type	Vehicle Mix from Traffic Analysis	CalEEMod Default Mix[1]		CalEEMod Revised Mix[2]	
		Ratio	Number of Vehicles	Ratio	Number of Vehicles
Light Auto	Automobile	0.538	55	0.376	39
Light Truck < 3750 lbs	Automobile	0.056	6	0.039	4
Light Truck 3751-5750 lbs	Automobile	0.172	18	0.121	12
Med Truck 5751-8500 lbs	Automobile	0.139	14	0.097	10
Lite-Heavy Truck 8501-10,000 lbs	2-Axle Truck	0.027	3	0.046	5
Lite-Heavy Truck 10,001-14,000 lbs	2-Axle Truck	0.007	1	0.012	1
Med-Heavy Truck 14,001-33,000 lbs	3-Axle Truck	0.011	1	0.068	7
Heavy-Heavy Truck 33,001-60,000 lbs	4+-Axle Truck	0.017	2	0.223	23
Other Bus	--	0.001	0	0.000	0
Urban Bus	--	0.000	0	0.000	0
Motorcycle	Automobile	0.025	3	0.018	2
School Bus	--	0.001	0	0.000	0
Motor Home	--	0.005	1	0.000	0
Total		**1.0**	**103**	**1.0**	**103**

Notes:

(1) Source: CalEEMod Version 2020.4.0 default values for Opening year of 2023.

(2) Revised per the vehicle mix provided in the Belmont Sultana Warehouse Project Level of Service and Vehicle Miles Traveled Screening Assessment (Ganddin Group, Inc., February 2022) of 65.1% Autos, 5.8% 2-Axle Trucks, 6.8% 3-Axle Trucks and 22.3% 4+ Axle Trucks.

Table 10
Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources[1]	1.36	0.00	0.01	0.00	0.00	0.00
Energy Usage[2]	0.00	0.03	0.03	0.00	0.00	0.00
Mobile Sources[3]	0.49	4.35	6.85	0.03	2.09	0.60
Total Emissions	1.86	4.38	6.89	0.03	2.09	0.60
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:

Source: CalEEMod Version 2020.4.0; the higher of either summer or winter emissions.

(1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

(2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

(3) Mobile sources consist of emissions from vehicles and road dust.

Table 11
Local Operational Emissions at the Nearest Receptors

	On-Site Pollutant Emissions (pounds/day)[1]			
On-Site Emission Source	NOx	CO	PM10	PM2.5
Area Sources[2]	0.00	0.01	0.00	0.00
Energy Usage[3]	0.03	0.03	0.00	0.00
Vehicle Emissions[4]	0.43	0.68	0.21	0.06
Total Emissions	0.47	0.73	0.21	0.06
SCAQMD Thresholds[5]	170	1,232	2	2
Exceeds Threshold?	No	No	No	No

Notes:

(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres in SRA 33 Southwest San Bernardino Valley.

(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

(3) Energy usage consists of emissions from on-site natural gas usage.

(4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

(5) The nearest sensitive receptors are the existing single-family residential property lines located approximately 50 feet (~15 meters) to the south, 82 feet (~25 feet) to the southwest, 60 feet (~18 meters) to the west, 85 feet (~26 meters) to the northwest, 120 feet (36 meters) to the northeast, and 85 feet (~26 meters) to the east of the project site; therefore, the 25 meter threshold was used.

CUMULATIVE AIR QUALITY IMPACTS

There are a number of cumulative projects in the project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. Further, cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;[9] and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

Project Specific Impacts

The project area is out of attainment for ozone, PM10, and PM2.5. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which, would not exceed the SCAQMD regional or local thresholds and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As indicated earlier, no violations of the state and federal CO standards are projected to occur for the project, based on the magnitude of traffic the project is anticipated to create. Therefore, operation of the project would not result in a cumulatively considerable net increase for non-attainment of criteria pollutants or ozone precursors. As a result, the project would result in a less than significant cumulative impact for operational emissions.

Air Quality Compliance

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

[9] South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, 1993, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2020-2045 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2020) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Ontario Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as Industrial in the Ontario Plan. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

3. DIESEL EMISSIONS HEALTH RISK ASSESSMENT

The proposed project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to the SCAQMD's MATES-V study, has an estimated multi-pathway cancer risk of 567 in one million and an inhalation cancer risk of 535 in one million. In comparison the average multi-pathway cancer risk for the South Coast Air Basin portion of San Bernardino County is 471 in one million and the inhalation cancer risk is 439 in a million. This increased cancer risk at the site is largely due to the proximity to the Union Pacific Railroad Company (UP) rail line, State Route 60 (SR-60), and Interstate 10 (I-10) Freeway.

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

A health risk assessment requires the completion and interaction of four general steps:

(1) Quantify project-generated TAC emissions.
(2) Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
(3) Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
(4) Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

EMISSIONS INVENTORY DEVELOPMENT

Important issues that affect the dispersion modeling include the following: (1) Model Selection, (2) Source Treatment, (3) Meteorological Data, and (4) Receptor Grid. Each of these issues is addressed below.

Emission Source Estimates – DPM for Motor Vehicles

DPM emissions from the various sources were calculated using information derived from the project description, and mobile source emission factors from the CARB EMFAC2021 emissions factor model. Truck mix information was obtained from the *Belmont Sultana Warehouse Project Level of Service and Vehicle Miles Traveled Screening Assessment* ("LOS & VMT Screening Assessment") prepared by Ganddini Group, Inc. (February 9, 2022).

Four pieces of information are required to generate the mobile source emissions from the proposed project:

- Number of vehicle trips for each component of the proposed project;
- Types of vehicles that access the proposed project (passenger car vs. heavy-duty truck and gasoline vs. diesel);
- The allocation of the vehicle trips to each building that comprises the proposed project; and
- Estimate of the vehicle emission factors for estimating exhaust and idling emissions.

Estimate of Vehicle Trips and Vehicle Types

The LOS & VMT Screening Assessment showed the project is expected to generate approximately 103 (non-passenger car equivalents) vehicle trips per day. Of those vehicle trips, 67 are automobile round trips, 6 are

2-axle truck round trips, 7 are 3-axle truck round trips, and 23 are 4+-axle truck round trips per day (non-passenger car equivalents).

Estimate of Emission Factors

The DPM emission factors for the various vehicle types were derived from the CARB EMFAC2021 mobile source emission model. The emissions factors were derived for San Bernardino County. Third trimester exposure used opening year (2023) emissions factors, 2-year factors (for infant exposure) reflect years 2024 and 2025, 14-year average factors (for child exposure during years 2-16) reflect emissions during the first 14 years of operation (2026 to 2039), the second 14 years of exposure (years 2040-2053) were used for assessment of exposure during years 16 to 30.

Emissions factors were estimated to establish the emissions generated while the vehicles travel off-site, along travel links from the entrance to the loading docks, and while idling at the loading dock during loading or unloading materials. All vehicles were assumed to travel on-site at a speed of 10 miles per hour. Off-site, the speeds along the roads were anticipated to average 35 miles per hour. Delivery vehicles were assumed to idle for a maximum of 15 minutes per vehicle per day (5 minutes per location: at the entrance/exit driveway and at the loading docks), in keeping with the CARB Air Toxic Control Measure (ATCM), which regulates truck idling time (CARB 2004). The four different sets of emissions factors used in this assessment are detailed in Table 12. It should be noted that the DPM emissions on both the gram per mile and gram per idle hour bases decline beyond 2023 for all vehicle classes and in particular the heavy-heavy-duty truck class (the 4+ axle "big rig" trucks). This is due to the CARB emissions' requirements on heavy-duty trucks that call for either the replacement of older trucks with cleaner trucks or the installation of diesel particulate matter filters on the truck fleet.

Emission Source Characterization

Each of the emission source types described above also requires geometrical and emission release specifications for use in the air dispersion model. An average truck height of 13.5 feet and average truck width of 8.5 feet were entered into the haul road calculator in AERMOD in order to calculate the plume height and release height for the line sources. Table 13 provides a summary of the assumptions used to configure the various emission sources. The following definitions are used to characterize the emission source geometrical configurations referred to in Table 13:

- Point source: A single, identifiable, local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc., for example, a truck idle location where emissions are sourced from the truck's exhaust stack while the vehicle is stationary.

- Line source: A series of volume sources along a path, for example, vehicular traffic volumes along a roadway.

Figure 3 provides the location of the project buildings, emission source locations, and the locations of the nearest sensitive receptors (single-family residential property lines located approximately 50 feet (~15 meters) to the south (across Phillips Street), 82 feet (~25 feet) to the southwest (across the intersection of Phillips Street and Sultana Avenue), 60 feet (~18 meters) to the west (across Sultana Avenue), 85 feet (~26 meters) to the northwest (across the intersection of Belmont Street and Sultana Avenue), 120 feet (36 meters) to the northeast (across the intersection of Belmont Street and Monterey Avenue), and 85 feet (~26 meters) to the east (across the Union Pacific rail line and Monterey Street) of the project site). Residential receptors are also located along the off-site truck route along E. Belmont Street and along Euclid Avenue, north and south of E. Belmont Street. Residential receptors are shown as orange triangles labeled 1 through 6, 8, 9 11, and 12. Euclid Elementary School is labeled as School_7 and De Anza Park is labeled as Park_10. The direction of on-site and off-site truck travel were obtained from the site plan and City truck routes.

RECEPTOR NETWORK

The assessment requires that a network of receptors be specified where the impacts can be computed at the various locations surrounding the project. Receptors were located at existing sensitive receptors surrounding the proposed project (as detailed above). In addition, the identified sensitive receptor locations were supplemented by the specification of a modeling grid that extended around the proposed project to identify other potential locations of impact. As stated above, the locations of the receptors are shown as orange triangles on Figure 3.

DISPERSION MODELING

The next step in the assessment process utilizes the emissions inventory along with a mathematical air dispersion model and representative meteorological data to calculate impacts at the various receptor locations. The dispersion model used in this assessment is described below.

Model Selection

The assessment of air quality and health risk impacts from pollutant emissions from this project applied the USEPA AERMOD Model, which is the air dispersion model accepted by the SCAQMD for performing air quality impact analyses. AERMOD predicts pollutant concentrations from point, area, volume, line, and flare sources with variable emissions in terrain from flat to complex with the inclusion of building downwash effects from buildings on pollutant dispersion. It captures the essential atmospheric physical processes and provides reasonable estimates over a wide range of meteorological conditions and modeling scenarios. AERMOD View Version 10.2.1, EPA version No. 21112, was utilized for this analysis.

General Model Assumptions

A summary of Emission Configurations is shown in Table 13. The basic options used in the dispersion modeling are summarized in Table 14.

As indicated in Table 14 the analysis takes into account the effects of building downwash on the dispersion of emissions from the various sources located on the project's property. Building downwash occurs when the aerodynamic turbulence, induced by nearby buildings, causes pollutants emitted from an elevated source to be mixed rapidly toward the ground (downwash), resulting in potentially higher ground-level concentrations than if the buildings were not present. The AERMOD dispersion model contains algorithms to account for building downwash effects. The required information includes the location of the emission source; the location of adjacent buildings; and the building geometry in terms of length, width, and height. For purposes of this analysis, the emission source and building locations were taken from the project site plan. The proposed building geometries were obtained from the project plans and assume a building height of 44 feet.

Meteorological Data

Meteorological data (processed with the ADJ_U option) from the Air District's Ontario International Airport monitoring site was selected for this modeling application. Five full years of sequential meteorological data was collected at the site from January 1, 2012 to December 31, 2016 by the SCAQMD. The SCAQMD processed the data for input to the model. The data was obtained at SCAQMD's https://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/data-for-aermod (see Figure 4).

ESTIMATION OF HEALTH RISKS

Health risks from diesel particulate matter are twofold. First, diesel particulate matter is a carcinogen according to the State of California. Second, long-term chronic exposure to diesel particulate matter can cause health effects to the respiratory system. Each of these health risks is discussed below.

Cancer Risks

According to the *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*, released by the Office of Environmental Health Hazard Assessment (OEHHA) in February 2015 and formally adopted in March 2015, the residential inhalation dose for cancer risk assessment should be calculated using the following formula:

[Dose-air (mg/(Kg-day)]*Cancer Potency*[1x10^{-6}] = Potential Cancer Risk

Where:
Cancer Potency Factor = 1.1
Dose-inh = (C¬air * DBR * A * EF * ED *ASF*FAH* 10^{-6}) / AT

Where:
Cair [Concentration in air (µg/m^3)] = (Calculated by AERMOD Model)
DBR [Daily breathing rate (L/kg body weight – day)] = 261 for adults, 572 for children, and 1,090 for infants, and 361 for 3rd trimester per SCAQMD Permit Application Package "N" Table 4.1 D guidance.

A [Inhalation absorption factor] = 1
EF [Exposure frequency (days/year)] = 350
ED [Exposure duration (years)] = 30 for adults (for an individual who is an adult at opening year), 14 for children (from 2-16 years), 14 for adults (from 16-30 years), 2 for infants, and 1 for 3rd Trimester
ASF [Age sensitivity factor) = 10 for 3rd trimester to 2 years of age, 3 for 2 to 16 years of age, and 1 for 16 to 30 years of age
FAH [Fraction of time spent at home] = 1 for 3rd trimester to 2 years of age, 1 for 2 to 16 years of age, and 0.73 for 16 to 30 years of age
10^6 [Micrograms to milligrams conversion]
AT [Average time period over which exposure is averaged in days] = 25,550

The model run results are shown in Appendix C. Figure 5 illustrates the cancer risk to the most affected age-group, infants (0-2 years). Table 15 show the cancer risk for the unborn child during the 3rd trimester, Table 16 shows the cancer risk to infants (0-2 years), Table 17 shows the cancer risk to children ages 2 to 16 years and Table 18 shows the cancer risk as that child becomes an adult (years 16-30).

The highest cancer risk corresponds to infant cancer risk 0-2 years (see Table 16), and is at receptor 2, with a maximum risk of 0.292 in one million. The maximum 3rd trimester (0.25-year) cancer risk is at receptor 2; with a maximum cancer risk of 0.013 in a million. The highest child (2-16 years) cancer risk is at receptor 2; with a maximum risk of 0.286 in one million and the highest adult (16-30 years) cancer risk is at receptor 2; with a maximum risk of 0.03 in one million. Therefore, no children, infants, or adults are exposed to cancer risks in excess of 10 in a million.

The assessment of cancer-related health risk to sensitive receptors within the project vicinity is based on the following most-conservative scenario: An unborn child in its 3rd trimester is potentially exposed to DPM emissions (via exposure of the mother) during the opening year. That child is born opening year and then remains at home for the entire first two years of life. From age 2 to 16, the child remains at home 100 percent of the time. From age 16 to 30, the child continues to live at home, growing into an adult that spends 73 percent of its time at home and lives there until age 30.

Based on the above, ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the project, and located in the project vicinity for the entire 30-year duration, is a maximum of 0.62 in a million at receptor location 2, as shown in Table 19. Therefore, as the maximum incremental cancer risk (MICR) does not exceed 10 in a million at any sensitive receptor location, the on-going operation of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

Non-Cancer Risks

The relationship for non-cancer health effects is given by the equation:

HIDPM = CDPM/RELDPM

Where,

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

The non-carcinogenic hazards to adult, child and infant receptors are also detailed in Tables 15 through 18 column (j). The RELDPM is 5 µg/m3. The Office of Environmental Health Hazard Assessment as protective for the respiratory system has established this concentration. Using the maximum DPM concentration from years 2023-2053, the resulting Hazard Index is:

HIDPM = 0.00093/5 = 0.0002

The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the on-going operations of the proposed project would result in a less than significant impact due to the non-cancer risk from diesel emissions created by the proposed project.

Table 12
DPM Emissions Factors for the Proposed Project

Vehicle Class	1-Year Average (Opening Year-2023)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.77884	0.05961	0.02374
Medium Heavy Duty Truck	0.08675	0.04522	0.01037
Heavy Heavy Duty Truck	0.01631	0.01258	0.00856

Vehicle Class	2-Year Average (2024-2025)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.77760	0.05232	0.02124
Medium Heavy Duty Truck	0.06652	0.03520	0.00833
Heavy Heavy Duty Truck	0.01500	0.01198	0.00811

Vehicle Class	14-Year Average (First 14 years of Operation - 2026-2039)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.76899	0.03945	0.01734
Medium Heavy Duty Truck	0.02150	0.01154	0.00340
Heavy Heavy Duty Truck	0.01135	0.00969	0.00658

Vehicle Class	14-Year Average (Second 14 years of Operation - 2040-2053)		
	Idling (g/hr)	On-Site Travel (g/mi)	Off-Site Travel (g/mi)
Light Heavy Duty Truck 2	0.76156	0.03556	0.01660
Medium Heavy Duty Truck	0.00743	0.00328	0.00154
Heavy Heavy Duty Truck	0.00975	0.00821	0.00565

Notes:
Source: EMFAC2021.

Table 13
Summary of Emission Configurations

Emission Source Type	Geometric Configuration	Relevant Assumptions
Off-Site Diesel Truck Traffic	Line Sources	Stack release height: 3.5 m
		Vehicle speed: 35 mph
		Length of the line source (from Project Driveway westbound along Belmont Street, from Belmont Street north toward Mission Boulevard, from Belmont Street south toward E. Francis Street)
		Vehicle types: heavy-heavy-duty, medium-heavy-duty and light-heavy-duty diesel delivery trucks
		Emission factor: CARB EMFAC2021
On-Site Diesel Truck Traffic	Line Sources	Stack release height: 3.5 m
		Vehicle speed: 10 mph
		Length of the line source (from project driveway to loading dock area)
		Vehicle types: heavy-heavy-duty, medium-heavy-duty and light-heavy-duty diesel delivery trucks
		Emission factor: CARB EMFAC2021
On-Site Diesel Truck Idling	Point Sources located at loading docks and Project driveway	Stack release height: 3.5 m
		Stack release characteristics
		> Stack diameter: 0.1 meter (0.3 feet)
		> Stack velocity: 51.9 mps (170 feet/sec)
		> Stack temperature: 366 °k (200° F)
		Idle time: 15 minutes per truck per day
		Vehicle types: heavy-heavy-duty, medium-heavy-duty and light-heavy-duty diesel delivery trucks
		Emission factor: CARB EMFAC2021

Table 14
General Modeling Assumptions - AERMOD Model

Feature	Option Selected
Terrain processing	AERMAP - NED GEOTIFF 30 m
Emission source configuration	See Table 13
Regulatory dispersion options	Default
Land use	Urban
Coordinate system	UTM, Zone 11 north
Building downwash	Included in calculations
Receptor height	0 meters above ground (per SCAQMD/OEHHA methodology)
Meteorological data	SCAQMD Ontario International Airport Meteorological Data

Table 15
Carcinogenic Risks and Non-Carcinogenic 3rd Trimester Exposure Scenario (0.25-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00066	6.6E-07	1.00E+00	DPM	1.1E+00	0.009	5.0E+00	1.4E-03	0.0001
2	0.00093	9.3E-07	1.00E+00	DPM	1.1E+00	0.013	5.0E+00	1.4E-03	0.0002
3	0.00074	7.4E-07	1.00E+00	DPM	1.1E+00	0.010	5.0E+00	1.4E-03	0.0001
4	0.00056	5.6E-07	1.00E+00	DPM	1.1E+00	0.008	5.0E+00	1.4E-03	0.0001
5	0.00045	4.5E-07	1.00E+00	DPM	1.1E+00	0.006	5.0E+00	1.4E-03	0.0001
6	0.00051	5.1E-07	1.00E+00	DPM	1.1E+00	0.007	5.0E+00	1.4E-03	0.0001
School_7	0.00011	1.1E-07	1.00E+00	DPM	1.1E+00	0.001	5.0E+00	1.4E-03	0.0000
8	0.00029	2.9E-07	1.00E+00	DPM	1.1E+00	0.004	5.0E+00	1.4E-03	0.0001
9	0.00015	1.5E-07	1.00E+00	DPM	1.1E+00	0.002	5.0E+00	1.4E-03	0.0000
Park_10	0.00018	1.8E-07	1.00E+00	DPM	1.1E+00	0.002	5.0E+00	1.4E-03	0.0000
11	0.00014	1.4E-07	1.00E+00	DPM	1.1E+00	0.002	5.0E+00	1.4E-03	0.0000
12	0.00017	1.7E-07	1.00E+00	DPM	1.1E+00	0.002	5.0E+00	1.4E-03	0.0000

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake:

Exposure Frequency (days/year)	350
Exposure Duration (years)	0.25
Daily Breathing Rate	361
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	91.25

E= 10^, i.e. E-02 = 10^{-2}

Table 16
Carcinogenic Risks and Non-Carcinogenic Infant Exposure Scenario (2-Year)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00063	6.3E-07	1.00E+00	DPM	1.1E+00	0.207	5.0E+00	1.4E-03	0.0001
2	0.00089	8.9E-07	1.00E+00	DPM	1.1E+00	0.292	5.0E+00	1.4E-03	0.0002
3	0.00071	7.1E-07	1.00E+00	DPM	1.1E+00	0.233	5.0E+00	1.4E-03	0.0001
4	0.00054	5.4E-07	1.00E+00	DPM	1.1E+00	0.177	5.0E+00	1.4E-03	0.0001
5	0.00042	4.2E-07	1.00E+00	DPM	1.1E+00	0.138	5.0E+00	1.4E-03	0.0001
6	0.00048	4.8E-07	1.00E+00	DPM	1.1E+00	0.158	5.0E+00	1.4E-03	0.0001
School_7	0.0001	1.0E-07	1.00E+00	DPM	1.1E+00	0.033	5.0E+00	1.4E-03	0.0000
8	0.00026	2.6E-07	1.00E+00	DPM	1.1E+00	0.085	5.0E+00	1.4E-03	0.0001
9	0.00013	1.3E-07	1.00E+00	DPM	1.1E+00	0.043	5.0E+00	1.4E-03	0.0000
Park_10	0.00015	1.5E-07	1.00E+00	DPM	1.1E+00	0.049	5.0E+00	1.4E-03	0.0000
11	0.00011	9.0E-05	1.00E+00	DPM	1.1E+00	0.036	5.0E+00	1.4E-03	0.0000
12	0.00014	1.9E-04	1.00E+00	DPM	1.1E+00	0.046	5.0E+00	1.4E-03	0.0000

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	2
Daily Breathing Rate	1090
Age Sensitivity Factor	10
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	730

E= 10^, i.e. E-02 = 10^{-2}

Table 17
Carcinogenic Risks and Non-Carcinogenic Child Exposure Scenario (2-16 Years)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00055	5.5E-07	1.00E+00	DPM	1.1E+00	0.199	5.0E+00	1.4E-03	0.0001
2	0.00079	7.9E-07	1.00E+00	DPM	1.1E+00	0.286	5.0E+00	1.4E-03	0.0002
3	0.00063	6.3E-07	1.00E+00	DPM	1.1E+00	0.228	5.0E+00	1.4E-03	0.0001
4	0.00049	4.9E-07	1.00E+00	DPM	1.1E+00	0.177	5.0E+00	1.4E-03	0.0001
5	0.00035	3.5E-07	1.00E+00	DPM	1.1E+00	0.127	5.0E+00	1.4E-03	0.0001
6	0.0004	4.0E-07	1.00E+00	DPM	1.1E+00	0.145	5.0E+00	1.4E-03	0.0001
School_7	0.00008	8.0E-08	1.00E+00	DPM	1.1E+00	0.029	5.0E+00	1.4E-03	0.0000
8	0.0002	2.0E-07	1.00E+00	DPM	1.1E+00	0.072	5.0E+00	1.4E-03	0.0000
9	0.0001	1.0E-07	1.00E+00	DPM	1.1E+00	0.036	5.0E+00	1.4E-03	0.0000
Park_10	0.00012	1.2E-07	1.00E+00	DPM	1.1E+00	0.043	5.0E+00	1.4E-03	0.0000
11	0.00009	9.0E-08	1.00E+00	DPM	1.1E+00	0.033	5.0E+00	1.4E-03	0.0000
12	0.0001	1.0E-07	1.00E+00	DPM	1.1E+00	0.036	5.0E+00	1.4E-03	0.0000

Notes:

OEHHA 95th percentile Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	14
Daily Breathing Rate	572
Age Sensitivity Factor	3
Fraction of Time At Home (FAH)	1
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110

E= 10^, i.e. E-02 = 10^{-2}

Table 18
Carcinogenic Risks and Non-Carcinogenic Hazards Adult Exposure Scenario (16-30 Years)

Receptor ID (a)	Maximum Concentration (ug/m3) (b)	Maximum Concentration (mg/m3) (c)	Weight Fraction (d)	Contaminant (e)	Carcinogenic Hazards CPF (mg/kg/day) (f)	Carcinogenic Hazards RISK (per million) (g)	Noncarcinogenic Hazards REL (ug/m3) (h)	Noncarcinogenic Hazards RfD (mg/kg/day) (i)	Noncarcinogenic Hazards Index (j)
1	0.00052	5.2E-07	1.00E+00	DPM	1.1E+00	0.021	5.0E+00	1.4E-03	0.0001
2	0.00075	7.5E-07	1.00E+00	DPM	1.1E+00	0.030	5.0E+00	1.4E-03	0.0002
3	0.0006	6.0E-07	1.00E+00	DPM	1.1E+00	0.024	5.0E+00	1.4E-03	0.0001
4	0.00046	4.6E-07	1.00E+00	DPM	1.1E+00	0.018	5.0E+00	1.4E-03	0.0001
5	0.00031	3.1E-07	1.00E+00	DPM	1.1E+00	0.012	5.0E+00	1.4E-03	0.0001
6	0.00037	3.7E-07	1.00E+00	DPM	1.1E+00	0.015	5.0E+00	1.4E-03	0.0001
School_7	0.00006	6.0E-08	1.00E+00	DPM	1.1E+00	0.002	5.0E+00	1.4E-03	0.0000
8	0.00017	1.7E-07	1.00E+00	DPM	1.1E+00	0.007	5.0E+00	1.4E-03	0.0000
9	0.00008	8.0E-08	1.00E+00	DPM	1.1E+00	0.003	5.0E+00	1.4E-03	0.0000
Park_10	0.0001	1.0E-07	1.00E+00	DPM	1.1E+00	0.004	5.0E+00	1.4E-03	0.0000
11	0.00008	8.0E-08	1.00E+00	DPM	1.1E+00	0.003	5.0E+00	1.4E-03	0.0000
12	0.00003	3.0E-08	1.00E+00	DPM	1.1E+00	0.001	5.0E+00	1.4E-03	0.0000

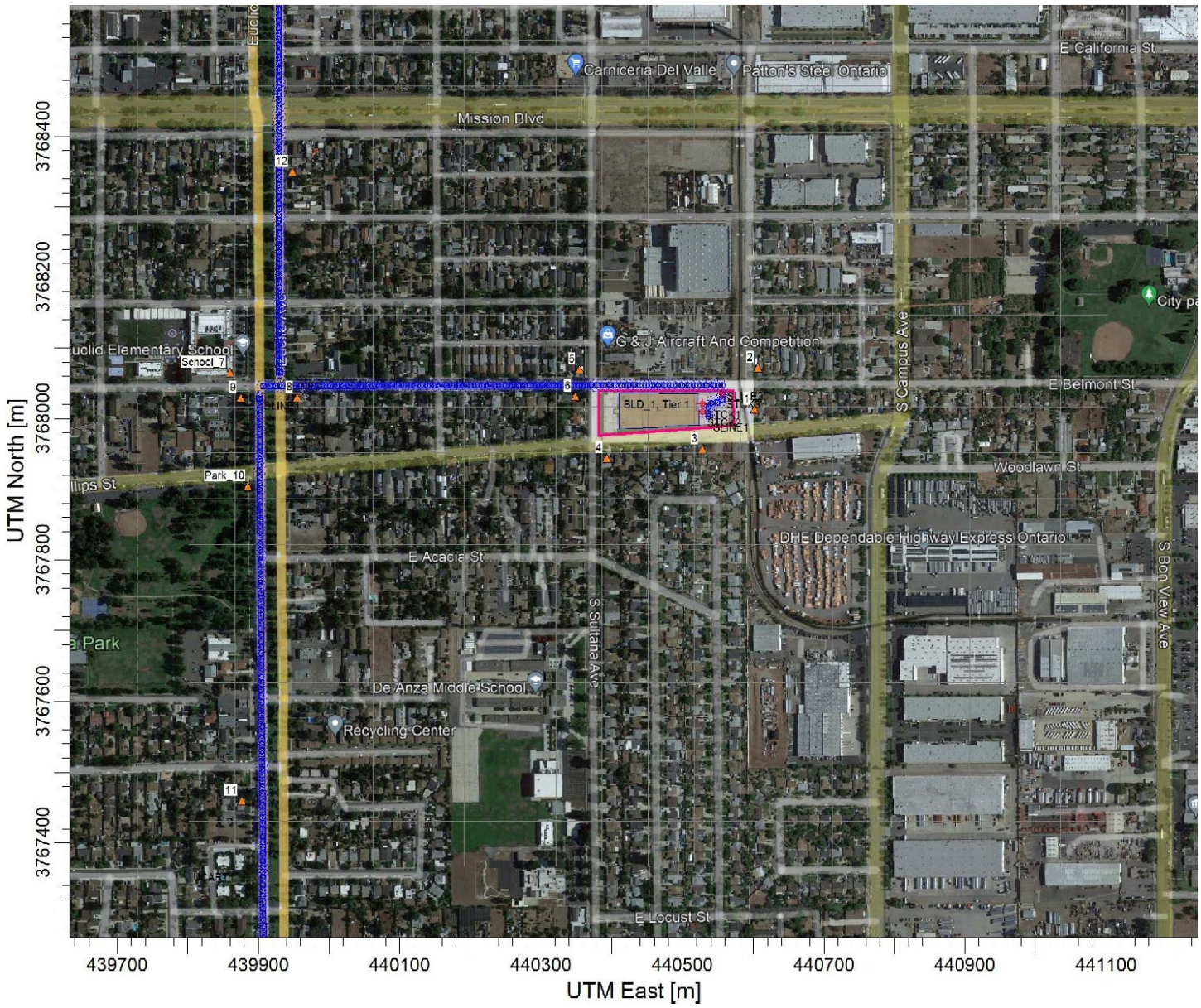
Notes:
OEHHA 95th percentile Exposure factors used to calculate TAC intake

Exposure Frequency (days/year)	350
Exposure Duration (years)	14
Daily Breathing Rate	261
Age Sensitivity Factor	1
Fraction of Time At Home (FAH)	0.73
Averaging Time $_{(cancer)}$ (days)	25550
Averaging Time $_{(non\text{-}cancer)}$ (days)	5110

E= 10^, i.e. E-02 = 10^{-2}

Table 19
Cumulative Carcinogenic Risk 30.25-Year Exposure Scenario

Receptor ID	Cumulative RISK (per million)
1	0.44
2	0.62
3	0.50
4	0.38
5	0.28
6	0.32
School_7	0.07
8	0.17
9	0.08
Park_10	0.10
11	0.07
12	0.09



N

Legend

Project Site Boundary
On/Off Site Truck Travel
Truck Idling Locations
Discrete Receptors
Cartesian Receptors

Figure 3
AERMOD Model Source and Receptor Placement

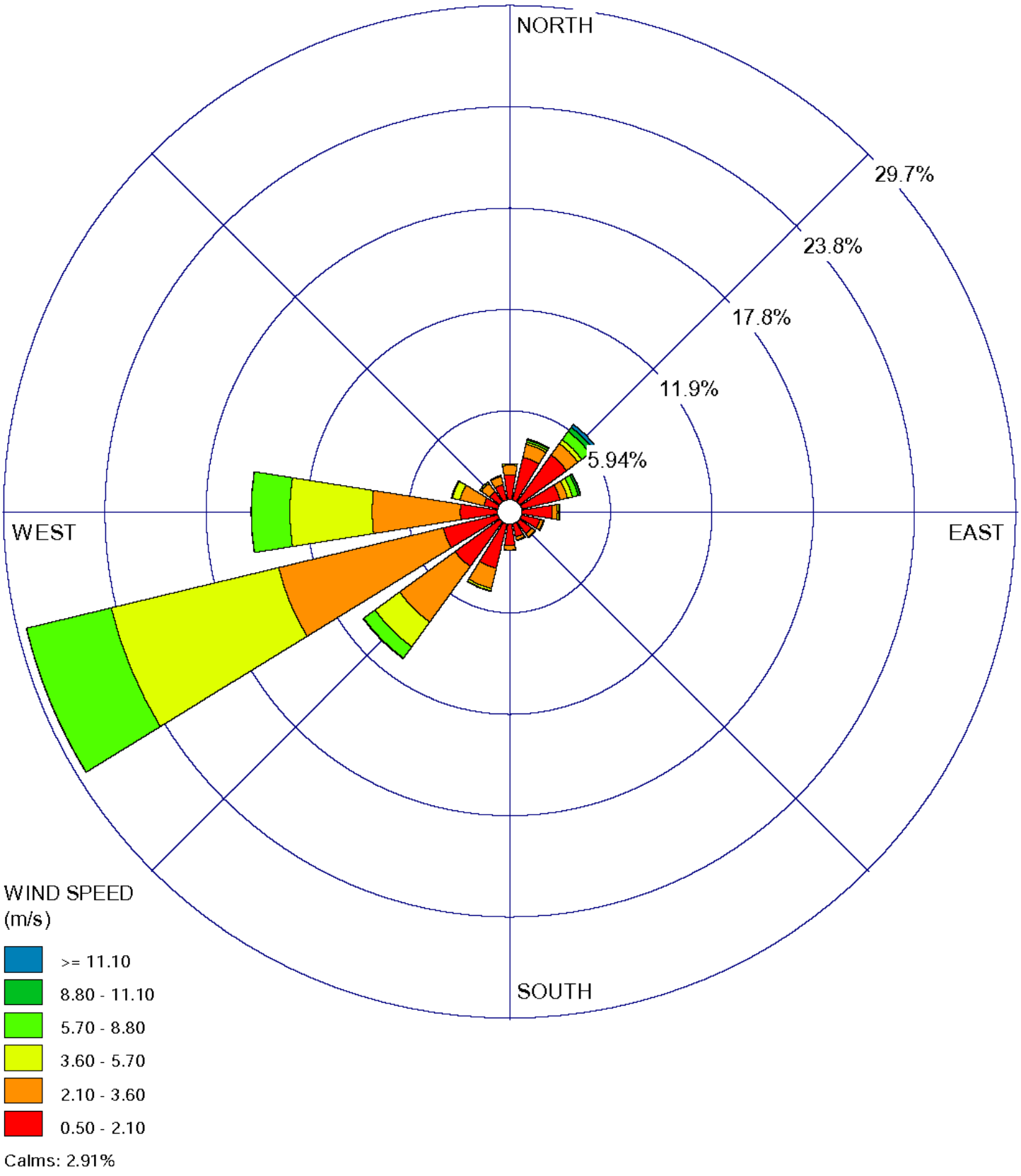
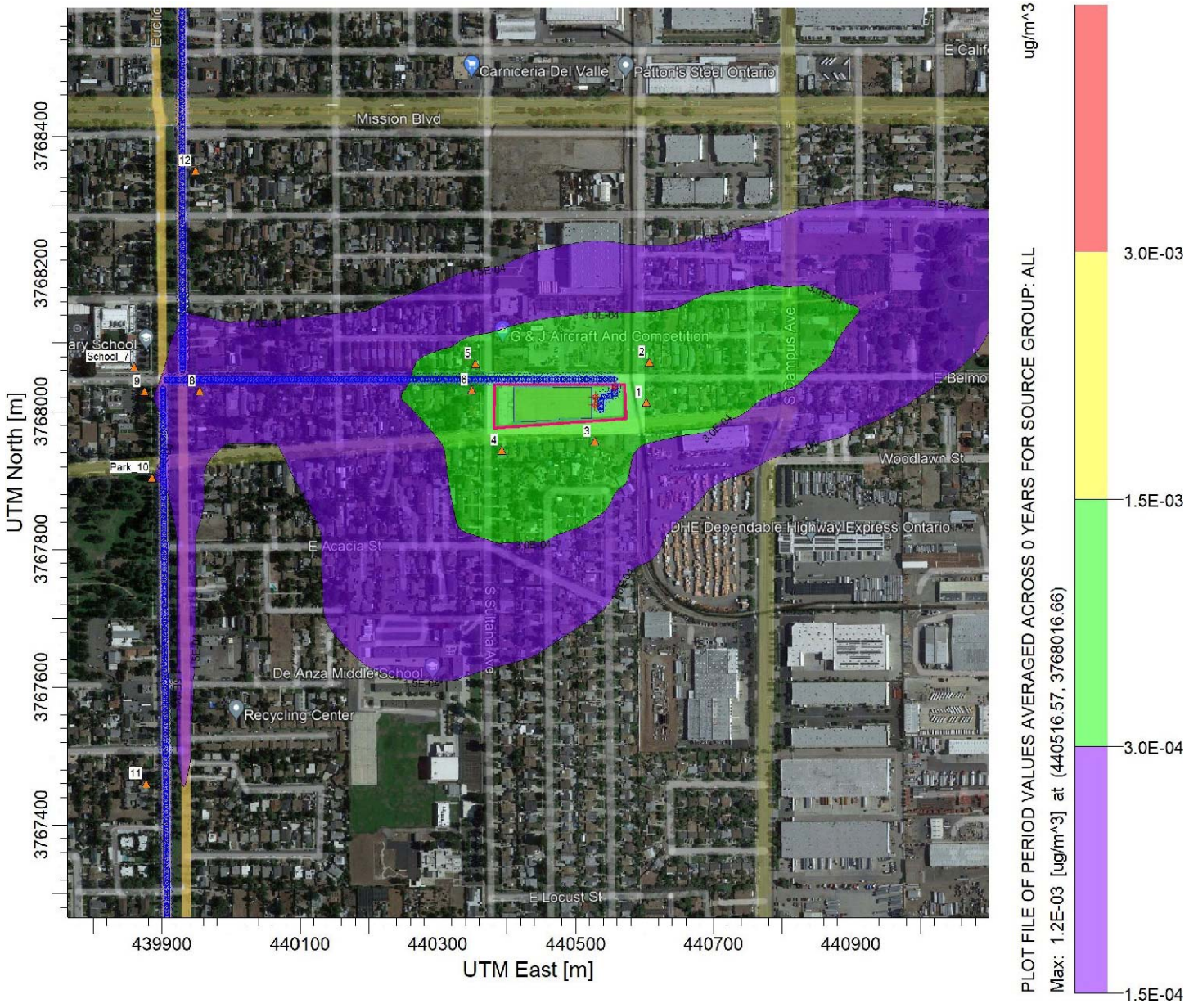


Figure 4
Wind Rose, Ontario



N

Legend

Cancer Risk to Infants 0-2 Years

- 1 in a million
- 0.5 in a million
- 0.1 in a million
- 0.05 in a million

Figure 5
Modeled Study Area Highest Cancer Risk from Annual DPM Emissions

4. GLOBAL CLIMATE CHANGE ANALYSIS

EXISTING GREENHOUSE GAS ENVIRONMENT

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential.

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop". The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide (CO_2)

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s. Each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) Emissions of CO_2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010. Globally, economic and population growth continued to be the most important drivers of increases in CO_2 emissions from fossil fuel combustion. The contribution of population growth between 2000 and 2010 remained roughly identical to the previous three decades, while the contribution of economic growth has risen sharply.

Methane (CH_4)

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide (N_2O)

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant, (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and in race cars).

Chlorofluorocarbons (CFC)

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons (HFC)

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons (PFC)

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride (SF_6)

SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Global Warming Potential

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO_2). The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases. A summary of the atmospheric lifetime and the global warming potential of selected gases are summarized in Table 20. As shown in Table 20, the global warming potential of GHGs ranges from 1 to 22,800.

Table 20
Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime	Global Warming Potential[1] (100 Year Horizon)
Carbon Dioxide (CO_2)	–[2]	1
Methane (CH_4)	12	28-36
Nitrous Oxide (NO)	114	298
Hydrofluorocarbons (HFCs)	1-270	12-14,800
Perfluorocarbons (PFCs)	2,600-50,000	7,390-12,200
Nitrogen trifluoride (NF_3)	740	17,200
Sulfur Hexafluoride (SF_6)	3,200	22,800

Notes:

Source: http://www3.epa.gov/climatechange/ghgemissions/gases.html

(1) Compared to the same quantity of CO_2 emissions.

(2) Carbon dioxide's lifetime is poorly defined because the gas is not destroyed over time, but instead moves among different parts of the ocean–atmosphere–land system. Some of the excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

GREENHOUSE GAS STANDARDS AND REGULATION

International

Montreal Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global climate change and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The plan consists of more than 50 voluntary programs.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000 and methyl chloroform by 2005.

The Paris Agreement

The Paris Agreement became effective on November 4, 2016. Thirty days after this date at least 55 Parties to the United Nations Framework Convention on Climate Change (Convention), accounting in total for at least an estimated 55 % of the total global greenhouse gas emissions, had deposited their instruments of ratification, acceptance, approval or accession with the Depositary.

The Paris Agreement built upon the Convention and – for the first time – attempted to bring all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects, with enhanced support to assist developing countries to do so. As such, it charts a new course in the global climate effort.

The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives. The Agreement also provides for enhanced transparency of action and support through a more robust transparency framework.

Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate greenhouse gases, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As

such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO_2 and other greenhouse gases as pollutants under the federal Clean Air Act (CAA).

In response to the FY2008 Consolidations Appropriations Act (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare. These actions will not themselves impose any requirements on industry or other entities. However, it is a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by the EPA and Department of Transportation on September 15, 2009.

Clean Air Act

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), the U.S. Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the federal Clean Air Act (CAA) to regulate GHGs. The court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO2, CH4, N2O, HFCs, PFCs, and SF6) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.[10]

Executive Order 13432

In response to the Massachusetts v. Environmental Protection Agency ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards.

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)[11] and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO2 per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO2 per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[12] In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

On May 12, 2021, the National Highway Traffic Safety Administration (NHTSA) published a notice of proposed rulemaking in the Federal Register, proposing to repeal "The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program," published Sept. 27, 2019 (SAFE I Rule), in which NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposes to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposes to repeal and withdraw the interpretative statements made by the Agency in the SAFE I Rule preamble, including those regarding the preemption of particular state Greenhouse Gas (GHG) Emissions standards or Zero Emissions Vehicle (ZEV) mandates. As such, this document proposes to establish a clean slate with respect to NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act (EPCA).[13]

State of California

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards

[10] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

[11] The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

[12] United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF.

[13] https://www.federalregister.gov/documents/2021/05/12/2021-08758/corporate-average-fuel-economy-cafe-preemption

[CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, the California Air Resources Board (CARB) adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions, which are listed below.

Assembly Bill 1493

California Assembly Bill 1493 enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO_2 and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years.

Executive Order S-3-05

The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs.

Assembly Bill 32 (California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006)

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO2, CH4, N2O, HFCs, PFCs, and SF6 and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

Senate Bill 32 and Assembly Bill 197

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

Climate Change Scoping Plan (2008)

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 MMTCO2e using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken (NAT) conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 MMTCO2e (using GWP values from the IPCC SAR). Therefore, under the original projections, the state must reduce its 2020 NAT emissions by 28.4 percent in order to meet the 1990 target of 427 MMTCO2e.

First Update to the Climate Change Scoping Plan (2014)

The First Update to the Scoping Plan was approved by CARB in May 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 MMTCO2e. CARB also updated the State's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 MMTCO2e.

2017 Climate Change Scoping Plan

In response to the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017. The 2017 Scoping Plan outlines the strategies the State will implement

to achieve the 2030 GHG reduction target of 40 percent below 1990 levels. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The 2017 Scoping Plan considered the Scoping Plan Scenario and four alternatives for achieving the required GHG reductions but ultimately selected the Scoping Plan Scenario.

CARB states that the Scoping Plan Scenario "is the best choice to achieve the State's climate and clean air goals."[14] Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030. Implementing this Scoping Plan will ensure that California's climate actions continue to promote innovation, drive the generation of new jobs, and achieve continued reductions of smog and air toxics. The ambitious approach draws on a decade of successful programs that address the major sources of climate-changing gases in every sector of the economy:

- More Clean Cars and Trucks: The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- Increased Renewable Energy: California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- Slashing Super-Pollutants: The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- Cleaner Industry and Electricity: California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- Cleaner Fuels: The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- Smart Community Planning: Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

The 2017 Scoping Plan also evaluates reductions of smog-causing pollutants through California's climate programs.

SB 32, Pavley. California Global Warming Solutions Act of 2006

(5) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.

(2) This bill would become operative only if AB 197 of the 2015–16 Regular Session is enacted and becomes effective on or before January 1, 2017. AB 197 requires that the California Air Resources Board, which

[14] California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf

directs implementation of emission-reduction programs, should target direct reductions at both stationary and mobile sources. AB 197 of the 2015-2016 Regular Session was approved on September 8, 2016.

Executive Order S-1-07

Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs the CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard and began implementation on January 1, 2011. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

The LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded", with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

Senate Bill 97

Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to the CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009, the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010, and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation".
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

Senate Bill 100

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 375

Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). The CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. The CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by the CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

Senate Bill X7-7

Senate Bill X7-7 (SB X7-7), enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources (DWR) to develop a task force and technical panel to develop alternative best management practices for the water sector. In addition, SB X7-7 required the DWR to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The DWR was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

Assembly Bill 939 and Senate Bill 1374

Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004, suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

California Code of Regulations (CCR) Title 24, Part 6

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008, and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. CalEEMod modeling defaults to 2008 standards. 2013 Standards were approved and have been effective since July 1, 2014. 2016 Standards were adopted January 1, 2017. 2019 standards were published July 1, 2019 and became effective January 1, 2020. All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

Per Section 100 Scope, the 2019 Title 24, Part 6 Building Code now requires healthcare facilities, such as assisted living facilities, hospitals, and nursing homes, to meet documentation requirements of Title 24, Part 1 Chapter 7 – Safety Standards for Health Facilities. A healthcare facility is defined as any building or portion thereof licensed pursuant to California Health and Safety Code Division 2, Chapter 1, Section 1204 or Chapter 2, Section 1250.

Section 120.1 Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times. The 2019 version of the Code also completely revised the minimum ventilation requirements including DVC airflow rates within Section 120.1 Table 120.1–A. Table

120.1-A now includes air classification and recirculation limitations, these are based on either the number of occupants or the CFM/ft^2 (cubic feet per minute per square foot), whichever is greater.

Section 120.1 Ventilation and Indoor Air Quality also included additions for high-rise residential buildings. Requirements include that mechanical systems must provide air filters that and that air filters must be MERV 13 or use a particle size efficiency rating specified in the Energy Code. Window operation is no longer a method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1.

Per Section 120.1(a) healthcare facilities must be ventilated in accordance with Chapter 4 of the California Mechanical Code and are NOT required to meet the ventilations requirements of Title 24, Part 6.

Section 140.4 Space Conditioning Systems included both additions and revisions within the 2019 Code. The changes provided new requirements for cooling tower efficiency, new chilled water-cooling system requirements, as well as new formulas for calculating allowed fan power. Section 140.4(n) also provide a new exception for mechanical system shut-offs for high-rise multifamily dwelling units, while Section 140.4(o) added new requirements for conditioned supply air being delivered to space with mechanical exhaust.

Section 120.6 Covered Processes added information in regards to adiabatic chiller requirements that included that all condenser fans for air-cooled converseness, evaporative-cooled condensers, adiabatic condensers, gas coolers, air or water fluid coolers or cooling towers must be continuously variable speed, with the speed of all fans serving a common condenser high side controlled in unison .Further, the mid-condensing setpoint must be 70 degrees Fahrenheit for all of the above mentioned systems.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

Section 130.2 Outdoor Lighting Controls and Equipment added automatic scheduling controls which included that outdoor lighting power must be reduced by 50 to 90 percent, turn the lighting off during unoccupied times and have at least two scheduling options for each luminaire independent from each other and with a 2-hour override function. Furthermore, motion sensing controls must have the ability to reduce power within 15 minutes of area being vacant and be able to come back on again when occupied. An exception allows for lighting subject to a health or life safety statute, ordinance, or regulation may have a minimum time-out period longer than 15 minutes or a minimum dimming level above 50% when necessary to comply with the applicable law.

California Code of Regulations (CCR) Title 24, Part 11 (California Green Building Standards)

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

2016 CALGreen Code: The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. During the 2016-2017 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle.

HCD also increased the required construction waste reduction from 50 percent to 65 percent of the total building site waste. This increase aids in meeting CalRecycle's statewide solid waste recycling goal of 75 percent for 2020 as stated in Chapter 476, Statutes of 2011 (AB 341). HCD adopted new regulations

requiring recycling areas for multifamily projects of five or more dwelling units. This regulation requires developers to provide readily accessible areas adequate in size to accommodate containers for depositing, storage and collection of non-hazardous materials (including organic waste) for recycling. This requirement assists businesses that were required as of April 1, 2016, to meet the requirements of Chapter 727, Statutes of 2014 (AB 1826).

HCD adopted new regulations to require information on photovoltaic systems and electric vehicle chargers to be included in operation and maintenance manuals. Currently, CALGreen section 4.410.1 Item 2(a) requires operation and maintenance instructions for equipment and appliances. Photovoltaic systems and electric vehicle chargers are systems that play an important role in many households in California, and their importance is increasing every day. HCD incorporated these two terms in the existing language in order to provide clarity to code users as to additional systems requiring operation and maintenance instructions.

HCD updated the reference to Clean Air Standards of the United States Environmental Protection Agency applicable to woodstoves and pellet stoves. HCD also adopted a new requirement for woodstoves and pellet stoves to have a permanent label indicating they are certified to meet the emission limits. This requirement provides clarity to the code user and is consistent with the United States Environmental Protection Agency's New Source Performance Standards. HCD updated the list of standards which can be used for verification of compliance for exterior grade composite wood products. This list now includes four standards from the Canadian Standards Association (CSA): CSA O121, CSA O151, CSA O153 and CSA O325. HCD updated heating and air-conditioning system design references to the ANSI/ACCA 2 Manual J, ANSI/ACCA 1 Manual D, and ANSI/ACCA 3 Manual S to the most recent versions approved by ANSI. HCD adopted a new elective measure for hot water recirculation systems for water conservation. The United States Department of Energy estimates that 3,600 to 12,000 gallons of water per year can be saved by the typical household (with four points of hot water use) if a hot water recirculation system is installed.

2019 CALGreen Code: During the 2019-2020 fiscal year, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle.

HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient

landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Executive Order B-29-15

Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage. EO B-29-15 signed into law on April 1, 2015.

Executive Order B-37-16

Executive Order B-37-16, continuing the State's adopted water reductions, was signed into law on May 9, 2016. The water reductions build off the mandatory 25 percent reduction called for in EO B-29-15.

Executive Order N-79-20

Executive Order N-79-20 was signed into law on September 23, 2020 and mandates 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035; 100 percent of medium- and heavy-duty vehicles in the state be zero-emission vehicles by 2045 for all operations where feasible and by 2035 for drayage trucks; and to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

SBX1 2

Signed into law in April 2011, SBX1 2, requires one-third of the State's electricity to come from renewable sources. The legislation increases California's current 20 percent renewables portfolio standard target in 2010 to a 33 percent renewables portfolio standard by December 31, 2020.

Senate Bill 350

Signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will

meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

Energy Sector and CEQA Guidelines Appendix F

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2016 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The major efficiency improvements to the residential Standards involve improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards. Furthermore, the 2016 update required that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.[15]

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[16] As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2019 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2020.

Regional – South Coast Air Quality Management District

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

[15] California Energy Commission, 2016 Building Energy Efficiency Standards, June 2015, http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf

[16] California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

A variety of agencies have developed greenhouse gas emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The California Air Pollution Control Officers Association explored a variety of threshold approaches but did not recommend one approach (2008). The ARB recommended approaches for setting interim significance thresholds (California Air Resources Board 2008b), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 MTCO2e per year would be less than significant; however, the ARB has not approved those thresholds and has not published anything since then. The SCAQMD is in the process of developing thresholds, as discussed below.

SCAQMD Threshold Development

On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold). The SCAQMD permit threshold consists of five tiers. However, the SCAQMD is not the lead agency for this project. Therefore, the five permit threshold tiers do not apply to the proposed project.

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"); however, the SCAQMD Board has not approved the thresholds as of the date of the Notice of Preparation. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO2e per year
  - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed use: 3,000 MTCO2e per year.
  - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO2e per year.
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because

most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 MMTCO2eq/year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

SCAQMD Working Group

Since neither the CARB nor the OPR has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 10,000 MTCO2e for industrial uses.

In order to assist local agencies with direction on GHG emissions, the SCAQMD organized a working group and adopted Rules 2700, 2701, 2702, and 3002 which are described below.

SCAQMD Rules 2700 and 2701

The SCAQMD adopted Rules 2700 and 2701 on December 5, 2008, which establishes the administrative structure for a voluntary program designed to quantify GHG emission reductions. Rule 2700 establishes definitions for the various terms used in Regulation XXVII – Global Climate Change. Rule 2701 provides specific protocols for private parties to follow to generate certified GHG emission reductions for projects within the district. Approved protocols include forest projects, urban tree planting, and manure management. The SCAQMD is currently developing additional protocols for other reduction measures. For a GHG emission reduction project to qualify, it must be verified and certified by the SCAQMD Executive Officer, who has 60 days to approve or deny the Plan to reduce GHG emissions. Upon approval of the Plan, the Executive Officer issues required to issue a certified receipt of the GHG emission reductions within 90 days.

SCAQMD Rule 2702

The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a federal cap and trade program.

SCAQMD Rule 3002

The SCAQMD amended Rule 3002 on November 5, 2010, to include facilities that emit greater than 100,000 tons per year of CO_2e are required to apply for a Title V permit by July 1, 2011. A Title V permit is for facilities that are considered major sources of emissions.

Local – City of Ontario

The City of Ontario adopted the City of Ontario Community Climate Action Plan (CCAP) in December of 2014. The CCAP includes a GHG emissions reduction target of 30 percent below 2020 business as usual (BAU) emissions, consistent with the goals of AB 32. The CCAP also establishes a threshold of 3,000 metric tons per year of CO2e. Regarding greenhouse gas emissions, the City of Ontario CCAP includes the following components:

- A community-wide GHG emissions reduction target that will substantially lessen the cumulative impact.
- Measures that new development projects must follow to meet the City's reduction target and substantially lessen the cumulative impact.
- A set of GHG emission inventories that provides quantitative facts and analysis of how the measures within the CAP meet the reduction target that substantially lessens the cumulative impact.
- An implementation, monitoring, and update program to ensure that the reduction target is met.

Through SANBAG, the City of Ontario forms the Ontario Chapter of the San Bernardino County Regional GHG Reduction Plan, which was updated in March 2021. The City of Ontario selected a goal to reduce its community GHG emissions to a level that is 40 percent below its 2016 emissions level in 2030. Unlike other Partnership jurisdictions within the County's Regional Plan, the City of Ontario is required to meet this goal, as it was adopted as mitigation to the City's General Plan. As stated in the County's Regional Plan, the City of Ontario is unique from other Partnership jurisdictions as they are completing a comprehensive CAP, in parallel to the County's Regional Plan. Using the reduction tools for the County's Regional Plan, the City identified similar measures to those that will likely form Ontario's actual CAP.

SIGNIFICANCE THRESHOLDS

Appendix G of State CEQA Guidelines

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions[17].

Thresholds of Significance for this Project

To determine whether the project's GHG emissions are significant, this analysis uses the City of Ontario CCAP and SCAQMD draft screening threshold of 3,000 MTCO2e per year for all land uses.

METHODOLOGY

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

[17] The Governor's Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

CalEEMod Version 2020.4.0 was used to calculate the GHG emissions from the proposed project. The CalEEMod Annual Output for year 2023 is available in Appendix D. Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

Energy Usage

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

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the LOS & VMT Screening Assessment into the CalEEMod Model. The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions. See Section 2 for details.

Waste

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. AB 341 requires that 75 percent of waste be diverted from landfills by 2020, reductions for this are shown in the mitigated CalEEMod output values. No other changes were made to the default waste parameters.

Water

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. No changes were made to the default water usage parameters.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30-year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod and in the manner detailed above in Section 2.

PROJECT GREENHOUSE GAS EMISSIONS

The GHG emissions have been calculated based on the parameters described above. A summary of the results is shown below in Table 21 and the CalEEMod Model run for the proposed project is provided in Appendix D. Table 21 shows that the total for the proposed project's emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 696.41 MTCO2e per year. According to the thresholds of significance established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the City of Ontario CCAP and SCAQMD draft threshold of 3,000 $MTCO_2e$ per year for all land uses. Therefore, operation

of the proposed project would not create a significant cumulative impact to global climate change. No mitigation is required.

Table 21
Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[1]	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage[2]	0.00	33.17	33.17	0.00	0.00	33.35
Mobile Sources[3]	0.00	554.33	554.33	0.02	0.06	572.86
Waste[4]	11.44	0.00	11.44	0.68	0.00	28.35
Water[5]	4.40	32.03	36.43	0.45	0.01	51.07
Construction[6]	0.00	10.63	10.63	0.00	0.00	10.77
Total Emissions	15.85	630.16	646.01	1.16	0.07	696.41
City of Ontario CCAP & SCAQMD Screening Threshold						3,000
Exceeds Threshold?						No

Notes:

Source: CalEEMod Version 2020.4.0 for Opening Year 2023.

(1) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.

(2) Energy usage consist of GHG emissions from electricity and natural gas usage.

(3) Mobile sources consist of GHG emissions from vehicles.

(4) Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.

(5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

(6) Construction GHG emissions CO2e based on a 30 year amortization rate.

CONSISTENCY WITH APPLICABLE GREENHOUSE GAS REDUCTION PLANS AND POLICIES

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. As stated previously, the City of Ontario has a CCAP which includes goals consistent with the goals of AB 32; however, the targets stated in the CCAP were for the year 2020, which has since past. In addition, the City forms the Ontario Chapter of the San Bernardino County Regional GHG Reduction Plan. The City of Ontario selected a goal to reduce its community GHG emissions to a level that is 40 percent below its 2016 emissions level in 2030, consistent with the goals of SB-32 and the CARB Scoping Plan. Therefore, the project has been compared to the goals of the CARB Scoping Plan and SB-32.

SB-32

As stated previously, the SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012. Therefore, as the project's emissions meet the SCAQMD threshold of 3,000 MTCO2e per year for all land use types (in compliance with Executive Order S-3-05), the project's emissions also comply with the goals of AB 32. Additionally, as the project meets the current interim emissions targets/thresholds established by the SCAQMD, the project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the project will be required to comply with these regulations as they come into effect.

Scoping Plan

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. While California continues on its path

to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 22. As shown in Table 22, the project is consistent with the applicable strategies and would result in a less than significant impact.

At a level of 696.41 $MTCO_2e$ per year, the project's GHG emissions do not exceed the City of Ontario CCAP and SCAQMD draft threshold of 3,000 MTCO2e per year for all land uses and would be in compliance with the reduction goals of the CARB Scoping Plan, AB-32 and SB-32. Furthermore, the project will comply with applicable Green Building Standards and City of Ontario's policies regarding sustainability (as dictated by the City's General Plan and CCAP). Impacts are considered to be less than significant.

Table 22 (1 of 2)
Project Consistency with CARB Scoping Plan Policies and Measures

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	No conflict. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	No conflict. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	No conflict. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	No conflict. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as any City recycling and waste reduction programs, which comply with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	No conflict. The project will comply with all applicable City ordinances and CAL Green requirements.

Table 22 (2 of 2)
Project Consistency with CARB Scoping Plan Policies and Measures

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	No conflict. These are CARB enforced standards; vehicles that access the project, that are required to comply with the standards, will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	No conflict. The project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	No conflict. The project will be required to comply with City programs, such as any City recycling and waste reduction programs, which comply with the 75 percent reduction required by 2020 per AB 341.

Source: CARB Scoping Plan (2008 and 2017)

CUMULATIVE GREENHOUSE GAS IMPACTS

Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective."[18] The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Consistent with CEQA Guidelines Section 15064h(3),[19] the City, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions.

As discussed in the Consistency With Applicable Greenhouse Gas Reduction Plans and Policies section above, the project is consistent with the goals and objectives of the City of Ontario CCAP and CARB Scoping Plan.

Thus, given the project's consistency with the City of Ontario CCAP and CARB Scoping Plan.as well as the SCAQMD's 3,000 MTCO2e per year threshold for all land uses, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Given this consistency, it is concluded that the project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

[18] Source: California Air Pollution Control Officers Association, CEQA & Climate change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, (2008).

[19] The State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

5. ENERGY ANALYSIS

EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the project area and region.

Overview

California's estimated annual energy use as of 2020 included:

- Approximately 272,576 gigawatt hours of electricity;[20]
- Approximately 2,074,302 million cubic feet of natural gas per year;[21] and
- Approximately 23.2 billion gallons of transportation fuel (for the year 2015).[22]

As of 2019, the year of most recent data currently available by the United States Energy Information Administration (EIA), energy use in California by demand sector was:

- Approximately 39.4 percent transportation;
- Approximately 23.1 percent industrial;
- Approximately 18.7 percent residential; and
- Approximately 18.8 percent commercial.[23]

California's electricity in-state generation system generates approximately 190,913 gigawatt-hours each year. In 2020, California produced approximately 70 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 15 percent) and the U.S. Southwest (approximately 15 percent). Natural gas is the main source for electricity generation at approximately 48.34 percent of the total in-state electric generation system power as shown in Table 23.

A summary of and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2018, and, as of January 2019, it ranked third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2018.
- California's total energy consumption is the second-highest in the nation, but, in 2018, the State's per capita energy consumption ranked the fourth-lowest, due in part to its mild climate and its energy efficiency programs.
- In 2018, California ranked first in the nation as a producer of electricity from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.

[20] California Energy Commission. Energy Almanac. Total Electric Generation. [Online] 2021. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation

[21] Natural Gas Consumption by End Use. U.S. Energy Information Administration. [Online] October 18, 2021. https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm.

[22] California Energy Commission. Revised Transportation Energy Demand Forecast 2018-2030. [Online] April 19, 2018. https://www.energy.ca.gov/assessments/

[23] U.S. Energy Information Administration. California Energy Consumption by End-Use Sector. California State Profile and Energy Estimates.[Online] January 16, 2020 https://www.eia.gov/state/?sid=CA#tabs-2

- In 2018, large- and small-scale solar PV and solar thermal installations provided 19% of California's net electricity generation[24].

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient. Given the nature of the proposed project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity and natural gas, and transportation fuel for vehicle trips associated with the proposed project.

Electricity

Electricity would be provided to the project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons, within a service area encompassing approximately 50,000 square miles.[25] SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.[26]

Table 24 identifies SCE's specific proportional shares of electricity sources in 2020. As shown in Table 24, the 2020 SCE Power Mix has renewable energy at 30.9 percent of the overall energy resources, of which biomass and waste is at 0.1 percent, geothermal is at 5.5 percent, eligible hydroelectric is at 0.8 percent, solar energy is at 15.1 percent, and wind power is at 9.4 percent; other energy sources include large hydroelectric at 3.3 percent, natural gas at 15.2 percent, nuclear at 8.4 percent, other at 0.3 percent, and unspecified sources at 42 percent.

Natural Gas

Natural gas would be provided to the project by Southern California Gas (SoCalGas). The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the California Public Utilities Commission (CPUC).

The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

The PUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38% of their natural gas supply from basins located in the U.S. Southwest, 27% from Canada, 27% from the U.S. Rocky Mountain area, and 8% from production located in California."[27]

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24 State Profile and Energy Estimates. Independent Statistics and Analysis. [Online] [Cited: January 16, 2020.] http://www.eia.gov/state/?sid=CA#tabs2.

[25] https://www.sce.com/about-us/who-we-are/leadership/our-service-territory

[26] California Energy Commission. Utility Energy Supply plans from 2015. https://www.energy.ca.gov/almanac/electricity_data/supply_forms.html

[27] California Public Utilities Commission. Natural Gas and California. http://www.cpuc.ca.gov/natural_gas/

Transportation Energy Resources

The project would attract additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project patrons and employees via commercial outlets.

The most recent data available shows the transportation sector emits 40 percent of the total greenhouse gases in the state and about 84 percent of smog-forming oxides of nitrogen (NOx).[28,29] About 28 percent of total United States energy consumption in 2019 was for transporting people and goods from one place to another. In 2019, petroleum comprised about 91 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels.[30] In 2020, about 123.49 billion gallons (or about 2.94 billion barrels) of finished motor gasoline were consumed in the United States, an average of about 337 million gallons (or about 8.03 million barrels) per day.[31]

Regulatory Background

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. On the state level, the PUC and the California Energy Commissions (CEC) are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

Federal Regulations

Corporate Average Fuel Economy (CAFE) Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[32]

Issued by NHTSA and EPA in March 2020 (published on April 30, 2020 and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and CO2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO2 standards for model year 2020 are 43.7 mpg and 204 grams of CO2 per mile for passenger cars and 31.3 mpg and 284 grams of CO2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012.[33]

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[28] CARB. California Greenhouse Gas Emissions Inventory – 2020 Edition. https://www.arb.ca.gov/cc/inventory/data/data.htm

[29] CARB. 2016 SIP Emission Projection Data. https://www.arb.ca.gov/app/emsinv/2017/emseic1_query.php?F_DIV=-4&F_YR=2012&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA

[30] US Energy Information Administration. Use of Energy in the United States Explained: Energy Use for Transportation. https://www.eia.gov/energyexplained/?page=us_energy_transportation

[31] https://www.eia.gov/tools/faqs/faq.php?id=23&t=10

[32] https://www.nhtsa.gov/lawsregulations/corporate-average-fuel-economy.

[33] National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule.

Intermodal Surface transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Transportation Equity Act of the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State Regulations

Integrated Energy Policy Report (IEPR)

Senate Bill 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2019 Integrated Energy Policy Report (2019 IEPR) was adopted February 20, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast.[34]

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

[34] California Energy Commission. Final 2019 Integrated Energy Policy Report. February 20, 2020. https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report

California Building Standards Code (Title 24)

The California Building Standards Code Title 24 was previously discussed in Section 4 of this report.

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers. For example, window operation is no longer a method allowed to meet ventilation requirements, continuous operation of central forced air system handlers used in central fan integrated ventilation system is not a permissible method of providing the dwelling unit ventilation airflow, and central ventilation systems that serve multiple dwelling units must be balanced to provide ventilation airflow to each dwelling unit. In addition, requirements for kitchen range hoods were also provided in the updated Section 120.1. Ventilation and Indoor Air Quality included both additions and revisions in the 2019 Code. This section now requires nonresidential and hotel/motel buildings to have air filtration systems that use forced air ducts to supply air to occupiable spaces to have air filters. Further, the air filter efficiency must be either MERV 13 or use a particle size efficiency rating specific in the Energy Code AND be equipped with air filters with a minimum 2-inch depth or minimum 1-inch depth if sized according to the equation 120.1-A. If natural ventilation is to be used the space must also use mechanical unless ventilation openings are either permanently open or controlled to stay open during occupied times.

New regulations were also adopted under Section 130.1 Indoor Lighting Controls. These included new exceptions being added for restrooms, the exception for classrooms being removed, as well as exceptions in regard to sunlight provided through skylights and overhangs.

All buildings for which an application for a building permit is submitted on or after January 1, 2020 must follow the 2019 standards. The 2016 residential standards were estimated to be approximately 28 percent more efficient than the 2013 standards, whereas the 2019 residential standards are estimated to be approximately 7 percent more efficient than the 2016 standards. Furthermore, once rooftop solar electricity generation is factored in, 2019 residential standards are estimated to be approximately 53 percent more efficient than the 2016 standards. Under the 2019 standards, nonresidential buildings are estimated to be approximately 30 percent more efficient than the 2016 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Building Energy Efficiency Standards (Title 24, Part 11)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

As previously discussed in Section 4 of this report, the Department of Housing and Community Development (HCD) updated CALGreen through the 2019 Triennial Code Adoption Cycle. HCD modified the best management practices for stormwater pollution prevention adding Section 5.106.2 for projects that disturb one or more acres of land. This section requires projects that disturb one acre or more of land or less than one acre of land but are part of a larger common plan of development or sale must comply with the postconstruction requirement detailed in the applicable National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities issued by the State Water Resources Control Board. The NPDES permits require postconstruction

runoff (post-project hydrology) to match the preconstruction runoff pre-project hydrology) with installation of postconstruction stormwater management measures.

HCD added sections 5.106.4.1.3 and 5.106.4.1.5 in regard to bicycle parking. Section 5.106.4.1.3 requires new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility. In addition, Section 5.106.4.1.5 states that acceptable bicycle parking facility for Sections 5.106.4.1.2 through 5.106.4.1.4 shall be convenient from the street and shall meeting one of the following: (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers.

HCD amended section 5.106.5.3.5 allowing future charging spaces to qualify as designated parking for clean air vehicles.

HCD updated section 5.303.3.3 in regard to showerhead flow rates. This update reduced the flow rate to 1.8 GPM.

HCD amended section 5.304.1 for outdoor potable water use in landscape areas and repealed sections 5.304.2 and 5.304.3. The update requires nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resource's' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent. Some updates were also made in regard to the outdoor potable water use in landscape areas for public schools and community colleges.

HCD updated Section 5.504.5.3 in regard to the use of MERV filters in mechanically ventilated buildings. This update changed the filter use from MERV 8 to MERV 13. MERV 13 filters are to be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

Senate Bill 100

Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

Senate Bill 350

As previously discussed in Section 4 of this report, Senate Bill 350 (SB 350) was signed into law October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. In addition, SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure these goals are met and the greenhouse gas emission reductions are realized, large utilities will be required to develop and submit Integrated Resource Plans (IRPs). These IRPs will detail how each entity will meet their customers resource needs, reduce greenhouse gas emissions and ramp up the deployment of clean energy resources.

Assembly Bill 32

As discussed in Section 4 of this report, in 2006 the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which will be phased in starting in 2012. Emission reductions shall include carbon sequestration projects that would remove carbon from the atmosphere and best management practices that are technologically feasible and cost effective. Please see Section 4 for further detail on AB 32.

Assembly Bill 1493/Pavley Regulations

As discussed in Section 4 of this report, California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2005, the CARB submitted a "waiver" request to the EPA from a portion of the federal Clean Air Act in order to allow the State to set more stringent tailpipe emission standards for CO_2 and other GHG emissions from passenger vehicles and light duty trucks. On December 19, 2007 the EPA announced that it denied the "waiver" request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the State's request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

Executive Order S-1-07/Low Carbon Fuel Standard

As discussed in Section 4 of this report, Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009 CARB approved the proposed regulation to implement the low carbon fuel standard. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 MMT per year by 2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded", with more reductions required in the last five years, than during the first five years. This schedule allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug-in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

California Air Resources Board

CARB's Advanced Clean Cars Program

Closely associated with the Pavley regulations, the Advanced Clean Cars emissions control program was approved by CARB in 2012. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles for model years 2015–2025.15 The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria

pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[35]

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, California Code of Regulations, Division 3, Chapter 10, Section 2435) was adopted to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. This section applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. Reducing idling of diesel-fueled commercial motor vehicles reduces the amount of petroleum-based fuel used by the vehicle.

Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and other Criteria Pollutants, form In-Use Heavy-Duty Diesel-Fueled Vehicles

The Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles (Title 13, California Code of Regulations, Division 3, Chapter 1, Section 2025) was adopted to reduce emissions of diesel particulate matter, oxides of nitrogen (NOX) and other criteria pollutants from in-use diesel-fueled vehicles. This regulation is phased, with full implementation by 2023. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. The newer emission-controlled models would use petroleum-based fuel in a more efficient manner.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32.

As previously stated in Section 4 of this report, Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a sustainable communities strategy (SCS) or alternate planning strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's sustainable communities strategy or alternate planning strategy for consistency with its assigned targets.

The proposed project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. These reduction targets became effective October 2018.

Local – Ontario Plan

The Ontario Plan contains the following goals and policies related to energy use.

[35] California Air Resources Board, California's Advanced Clean Cars Program, January 18, 2017. www.arb.ca.gov/msprog/acc/acc.htm.

Goal ER3 Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policies

ER3-1 *Conservation Strategy*. We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

ER3-2 *Green Development– Communities*. We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.

ER3-3 *Building and Site Design*. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.

ER3-4 *Green Development– Public Buildings*. We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

ER3-5 *Fuel Efficient and Alternative Energy Vehicles and Equipment*. We purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

ER3-6 *Generation- Renewable Sources*. We promote the use of renewable energy sources to serve public and private sector development.

PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

Evaluation Criteria

In compliance with Appendix G of the State CEQA Guidelines, this report analyzes the project's anticipated energy use to determine if the project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In addition, Appendix F of the State CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

Methodology

Information from the CalEEMod 2020.4.0 Daily and Annual Outputs contained in Appendix B and D, utilized for air quality and greenhouse gas analyses in Sections 2 and 4 of this report, were also utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demands

The construction schedule is anticipated to occur no sooner than the beginning of February 2023 to November 2023 and be completed in one phase. Staging of construction vehicles and equipment will occur on-site. The approximately 9-month schedule is relatively short and the project site is approximately 3.03 acres.

Construction Equipment Electricity Usage Estimates

As stated previously, Electrical service will be provided by Southern California Edison. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed project. Based on the 2017 National Construction Estimator, Richard Pray (2017)[36], the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The project plans to develop the site with a 59,984 square foot industrial building. Based on Table 25, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately $1,252.47. As shown in Table 25, the total electricity usage from project construction related activities is estimated to be approximately 9,634 kWh.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 9 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/gallon (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a "single-event" for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses (Sections 2 and 4 of this report), the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average, aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 26 shows the results of the analysis of construction equipment.

As presented in Table 26, project construction activities would consume an estimated 23,720 gallons of diesel fuel. As stated previously, project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that construction worker trips are from light duty autos (LDA), light duty truck 1 (LDT1), and light duty truck 2 (LDT2) at a mix of 50 percent/25 percent/25 percent, respectively, along area roadways.[37]

[36] Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.

[37] CalEEMod User's Guide (May 2021) states that the CalEEMod default fleet mix for worker trips includes light duty autos and light duty trucks, LDA, LDT1, LDT2, at a mix of 50%/25%/25%, respectively.

With respect to estimated VMT, the construction worker trips would generate an estimated 132,227 VMT. Data regarding project related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses (Sections 2 and 4 of this report) using information generated using CARB's 2021 EMFAC model (see Appendix D for details). An aggregate fuel efficiency of 27.7 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 27 shows that an estimated 4,774 gallons of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Tables 28 and 29 show the estimated fuel consumption for vendor and hauling during grading, building construction, and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 41,754 VMT. Data regarding project related construction worker trips were based on CalEEMod 2020.4.0 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading and building construction would use medium to heavy duty vehicles with an average fuel consumption of 7.69 mpg for medium heavy-duty trucks and 5.97 mpg for heavy heavy-duty trucks (see Appendix D for details). [38] Tables 28 and 29 show that an estimated 6,482 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately nine-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

[38] CalEEMod User's Guide (May 2021) states that the CalEEMod default fleet mix for vendor trips includes medium-heavy duty and heavy-heavy duty trucks, MHDT and HHDT, at a mix of 50%/50%.

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses (Sections 2 and 4 of this report), it is assumed that an average trip for autos and light trucks was assumed to be 16.6 miles and 3- 4-axle trucks were assumed to travel an average of 40 miles.[39] As the project includes the development of the site with industrial uses; therefore, in order to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 30 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.[40]

The proposed project would generate 103 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 30 shows that an estimated 86,178 gallons of fuel would be consumed per year for the operation of the proposed project.

Trip generation and VMT generated by the proposed project are consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20th Edition, 2017). That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the state of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.[41,42] Therefore, the increase in fuel consumption from the proposed project is insignificant in comparison to the State's demand. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses (Sections 2 and 4 of this report) and are provided in Table 31.

As shown in Table 31, the estimated electricity demand for the proposed project is approximately 150,750 kWh per year. In 2020, the non-residential sector of the County of San Bernardino consumed approximately 9,866 million kWh of electricity.[43] In addition, the estimated natural gas consumption for the proposed project is approximately 120,568 kBTU per year. In 2020, the non-residential sector of the County of San Bernardino consumed approximately 260 million therms of gas.[44] Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2020 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

[39] CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 6.9 miles for H-O (home-other), C-NW (commercial non-work) or C-O (commercial-other). However, due to the project's industrial use the distance for H-O (home-other) or C-NW (commercial non-work) was changed to 40 miles per SCAQMD recommendations.

[40] Average fuel economy based on aggregate mileage calculated in EMFAC 2021 for opening year (2023). See Appendix D for EMFAC output.

[41] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics

[42] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics

[43] California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx

[44] California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

Furthermore, the proposed project energy demands in total would be comparable to other non-residential projects of similar scale and configuration. Therefore, the project facilities' energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

As shown in Section 4 above, the proposed project would be consistent with the applicable goals of the City of Ontario CCAP, SB-32, and CARB Scoping Plan.

Conclusions

As supported by the preceding analyses, project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is industrial project that is not proposing any additional features that would require a larger energy demand than other industrial projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project is consistent with City's existing land use designation and would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Notwithstanding, the project proposes industrial uses and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies.

Table 23
Total Electricity System Power (California 2020)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	Total California Energy Mix (GWh)	Total California Power Mix
Coal	317	0.17%	194	6,963	7,157	8.76%	7,474	2.74%
Natural Gas	92,298	48.35%	70	8,654	8,724	10.68%	101,022	37.06%
Nuclear	16,280	8.53%	672	8,481	9,154	11.21%	25,434	9.33%
Oil	30	0.02%	-	-	0	0.00%	30	0.01%
Other (Petroleum Coke/Waste Heat)	384	0.20%	125	9	134	0.16%	518	0.19%
Large Hydro	17,938	9.40%	14,078	1,259	15,337	18.78%	33,275	12.21%
Unspecified Sources of Power	-	0.00%	12,870	1,745	14,615	17.90%	14,615	5.36%
Renewables	63,665	33.35%	13,184	13,359	26,543	32.50%	90,208	33.09%
Biomass	5,680	2.97%	975	25	1,000	1.22%	6,679	2.45%
Geothermal	11,345	5.94%	166	1,825	1,991	2.44%	13,336	4.89%
Somall Hydro	3,476	1.82%	320	2	322	0.39%	3,798	1.39%
Solar	29,456	15.43%	284	6,312	6,596	8.08%	36,052	13.23%
Wind	13,708	7.18%	11,438	5,197	16,635	20.37%	30,343	11.13%
Total	190,913	100%	41,193	40,471	81,663	100%	272,576	100%

Notes:

(1) Source: California Energy Commission. 2020 Total System electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation

Table 24
SCE 2020 Power Content Mix

Energy Resources	2020 SCE Power Mix
Eligible Renewable	30.9%
Biomass & Biowaste	*0.1%*
Geothermal	*5.5%*
Eligible Hydroelectric	*0.8%*
Solar	*15.1%*
Wind	*9.4%*
Coal	0.0%
Large Hydroelectric	3.3%
Natural Gas	15.2%
Nuclear	8.4%
Other	0.3%
Unspecified Sources of power*	42.0%
Total	100%

Notes:

(1) https://www.sce.com/sites/default/files/inline-files/SCE_2020PowerContentLabel.pdf

* Unspecified sources of power means electricity from transactions that are not traceable to specific generation sources.

Table 25
Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
$2.32	59.984	9	$1,252.47

Cost per kWh	Total Project Construction Electricity Usage (kWh)
$0.13	9,634

*Assumes the project will be under the GS-1 General Service rate under SCE.
https://www.sce.com/regulatory/tariff-books/rates-pricing-choices

Table 26
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Grading	6	Graders	1	8	187	0.41	613	199
	6	Rubber Tired Dozers	1	8	247	0.4	790	256
	6	Tractors/Loaders/Backhoes	2	7	97	0.37	502	163
Building Construction	185	Cranes	1	8	231	0.29	536	5,359
	185	Forklifts	2	7	89	0.2	249	2,492
	185	Generator Sets	1	8	84	0.74	497	4,973
	185	Tractors/Loaders/Backhoes	2	6	97	0.37	431	4,307
	185	Welders	3	8	46	0.45	497	4,968
Paving	10	Cement and Mortar Mixers	1	8	9	0.56	40	22
	10	Pavers	1	8	130	0.42	437	236
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	2	8	80	0.38	486	263
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								23,720

Notes:

(1) Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Table 27
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)[2]	Estimated Fuel Consumption (gallons)
Grading	6	10	14.7	882	27.7	32
Building Construction	185	47	14.7	127,817	27.7	4,614
Paving	10	15	14.7	2,205	27.7	80
Architectural Coating	10	9	14.7	1,323	27.7	48
Total Construction Worker Fuel Consumption						4,774

Notes:

(1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

(2) CalEEMod worker vehicle class is based on an LD_Mix, which, per CalEEMod User's Guide (May 2021), inlcudes LDA, LDT1, and LDT2 at a mix of 50%/25%/25%, respectively.

Table 28
Construction Vendor Fuel Consumption Estimates (MHD & HHD Trucks)[1]

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)[2]	Estimated Fuel Consumption (gallons)
Grading	6	0	6.9	0	6.83	0
Building Construction	185	19	6.9	24,254	6.83	3,551
Paving	10	0	6.9	0	6.83	0
Architectural Coating	10	0	6.9	0	6.83	0
Total Construction Vendor Fuel Consumption						3,551

Notes:

(1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

(2) CalEEMod vendor vehicle class is based on an HDT_Mix, which, per CalEEMod User's Guide (May 2021), inlcudes HHDT and MHDT at a mix of 50%/50%.

Table 29
Construction Hauling Fuel Consumption Estimates (HHD Trucks)[1]

Phase	Number of Days	Total Hauling Trips	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	6	875	20	17,500	5.97	2,931
Building Construction	185	0	20	0	5.97	0
Paving	10	0	20	0	5.97	0
Architectural Coating	10	0	20	0	5.97	0
Total Construction Hauling Fuel Consumption						2,931

Notes:

(1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

Table 30
Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	30	16.6	498	29.76	16.73	6,108
Light Truck	Automobile	4	16.6	66	28.21	2.35	859
Light Truck	Automobile	13	16.6	216	23.05	9.36	3,417
Medium Truck	Automobile	11	16.6	183	19.28	9.47	3,457
Light Heavy Truck	2-Axle Truck	5	16.6	83	14.37	5.78	2,108
Light Heavy Truck 10,000 lbs +	2-Axle Truck	2	16.6	33	17.53	1.89	691
Medium Heavy Truck	3-Axle Truck	7	40	280	7.69	36.41	13,290
Heavy Heavy Truck	4-Axle Truck	23	40	920	5.97	154.10	56,248
Total		103	--	2,279	18.23	236.11	--
Total Annual Fuel Consumption							86,178

Notes:

(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Table 31
Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year[1,2]
Unrefrigerated Warehouse - No Rail	120,568
Total	120,568

Electricity Demand	kWh/year
Unrefrigerated Warehouse - No Rail	139,163
Parking Lot	11,587
Total	150,750

Notes:

(1) Taken from the CalEEMod 2020.4.0 annual output (Appendix D of this report).

6. EMISSIONS REDUCTION MEASURES

CONSTRUCTION MEASURES

Adherence to SCAQMD Rule 403 is required.

No construction mitigation is required.

OPERATIONAL MEASURES

No operational mitigation is required.

7. REFERENCES

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(Source: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials)

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2011 Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California

APPENDICES

Appendix A Glossary of Terms

Appendix B CalEEMod Model Daily Emissions Printouts

Appendix C HRA Assumptions & AERMOD Model Printouts

Appendix D CalEEMod Model Annual Emissions Printouts & EMFAC Data

APPENDIX A

GLOSSARY OF TERMS

AQMP	Air Quality Management Plan
BACT	Best Available Control Technologies
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
EPA	U.S. Environmental Protection Agency
GHG	Greenhouse gas
GWP	Global warming potential
HIDPM	Hazard Index Diesel Particulate Matter
HFCs	Hydrofluorocarbons
IPCC	International Panel on Climate Change
LCFS	Low Carbon Fuel Standard
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
OPR	Governor's Office of Planning and Research
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SANBAG	San Bernardino Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SSAB	Salton Sea Air Basin
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
TAC	Toxic air contaminants
VOC	Volatile organic compounds

APPENDIX B

CALEEMOD MODEL DAILY EMISSIONS PRINTOUTS

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

19480 Belmont Sultana Warehouse Project

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	19.93	1000sqft	0.46	19,932.00	0
Parking Lot	46.00	Space	0.76	33,106.00	0
Unrefrigerated Warehouse-No Rail	59.98	1000sqft	1.33	59,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.55 net acre site w/ 59,984 sf warehouse bldg (~57,984 sf footprint), 19,932 sf landscaping, & a parking lot w/ 44 auto spcs & 2 trailer spcs (rmndr site added under parking lot to acount for paving associated w/ loading dock area).

Construction Phase - Construction anticiapted to begin February 2023 and be completed November 2023. Site vacant, no demo/site prep.

Off-road Equipment - CalEEMod default construction timing for building construction reduced by ~16%; therefore, ~16% more equipment added to CalEEMod default construciton equipment list for building construction.

Grading - ~7,000 CY import during grading.

Vehicle Trips - Traffic Screening Assessment, 1.71 trips/TSF. %s changed to 65.1% autos (C-W) & 34.9% trucks (C-NW). Per SCAQMD C-NW trip length changed to 40 miles. Trips assumed to be 100% primary.

Fleet Mix - Revised vehicle fleet mix per traffic screening assessment of 65.1% Autos, 5.8% 2-Axle Trucks, 6.8% 3-Axle Trucks and 22.3% 4+ Axle Trucks.

Sequestration - 85 new trees to be planted per landscape plans.

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Site is ~0.87 miles SW of downtown portion of Ontario & ~0.27 miles SE of bust stop at Euclid/Belmont. Sidewalks on/off-site.

Water Mitigation - 20% reduction indoor water use per CalGreen standards. Water efficient irrigation systems.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	220.00	185.00
tblFleetMix	HHD	0.02	0.22
tblFleetMix	LDA	0.54	0.38
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LHD1	0.03	0.05
tblFleetMix	LHD2	7.1960e-003	0.01
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MH	5.0710e-003	0.00
tblFleetMix	MHD	0.01	0.07
tblFleetMix	OBUS	5.5900e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	2.5400e-004	0.00
tblGrading	MaterialImported	0.00	7,000.00
tblLandUse	LandUseSquareFeet	18,400.00	33,106.00
tblLandUse	LandUseSquareFeet	59,980.00	59,984.00
tblLandUse	LotAcreage	0.41	0.76
tblLandUse	LotAcreage	1.38	1.33
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	85.00
tblVehicleTrips	CNW_TL	6.90	40.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TTP	41.00	34.90
tblVehicleTrips	CW_TTP	59.00	65.10
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	1.71
tblVehicleTrips	SU_TR	1.74	1.71
tblVehicleTrips	WD_TR	1.74	1.71

2.0 Emissions Summary

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	60.4780	30.5304	32.3402	0.1035	9.8801	1.1841	10.6537	4.1746	1.1198	4.8925	0.0000	11,025.2878	11,025.2878	1.0918	1.4175	11,473.4104
Maximum	**60.4780**	**30.5304**	**32.3402**	**0.1035**	**9.8801**	**1.1841**	**10.6537**	**4.1746**	**1.1198**	**4.8925**	**0.0000**	**11,025.2878**	**11,025.2878**	**1.0918**	**1.4175**	**11,473.4104**

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					
2023	60.4780	30.5304	32.3402	0.1035	5.4793	1.1841	6.2529	2.0734	1.1198	2.7913	0.0000	11,025.2878	11,025.2878	1.0918	1.4175	11,473.4104
Maximum	**60.4780**	**30.5304**	**32.3402**	**0.1035**	**5.4793**	**1.1841**	**6.2529**	**2.0734**	**1.1198**	**2.7913**	**0.0000**	**11,025.2878**	**11,025.2878**	**1.0918**	**1.4175**	**11,473.4104**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**44.54**	**0.00**	**41.31**	**50.33**	**0.00**	**42.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Energy	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Mobile	0.4928	4.1249	6.8490	0.0325	2.0436	0.0448	2.0884	0.5539	0.0427	0.5965		3,445.1568	3,445.1568	0.1285	0.3637	3,556.7462
Total	**1.8604**	**4.1574**	**6.8891**	**0.0327**	**2.0436**	**0.0473**	**2.0910**	**0.5539**	**0.0452**	**0.5990**		**3,484.0459**	**3,484.0459**	**0.1293**	**0.3644**	**3,595.8680**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Energy	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Mobile	0.3892	2.9527	4.8707	0.0222	1.3777	0.0304	1.4080	0.3734	0.0289	0.4023		2,348.9913	2,348.9913	0.0899	0.2503	2,425.8154
Total	**1.7568**	**2.9852**	**4.9107**	**0.0224**	**1.3777**	**0.0329**	**1.4106**	**0.3734**	**0.0314**	**0.4048**		**2,387.8804**	**2,387.8804**	**0.0907**	**0.2510**	**2,464.9372**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**5.57**	**28.19**	**28.72**	**31.62**	**32.59**	**30.55**	**32.54**	**32.59**	**30.49**	**32.43**	**0.00**	**31.46**	**31.46**	**29.84**	**31.13**	**31.45**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	2/9/2023	10/25/2023	5	185	
2	Grading	Grading	2/1/2023	2/8/2023	5	6	
3	Paving	Paving	10/10/2023	10/23/2023	5	10	
4	Architectural Coating	Architectural Coating	10/19/2023	11/1/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.22

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 89,976; Non-Residential Outdoor: 29,992; Striped Parking Area: 3,182 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	47.00	19.00	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	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8272	14.7757	15.8880	0.0274		0.6705	0.6705		0.6403	0.6403		2,515.7057	2,515.7057	0.5061		2,528.3591
Total	**1.8272**	**14.7757**	**15.8880**	**0.0274**		**0.6705**	**0.6705**		**0.6403**	**0.6403**		**2,515.7057**	**2,515.7057**	**0.5061**		**2,528.3591**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0222	0.6664	0.2797	3.4000e-003	0.1217	5.0100e-003	0.1267	0.0351	4.7900e-003	0.0398		364.6445	364.6445	9.5300e-003	0.0539	380.9295
Worker	0.1838	0.1109	1.7724	4.6900e-003	0.5254	2.6000e-003	0.5279	0.1393	2.3900e-003	0.1417		480.1842	480.1842	0.0115	0.0113	483.8358
Total	**0.2060**	**0.7773**	**2.0521**	**8.0900e-003**	**0.6471**	**7.6100e-003**	**0.6547**	**0.1744**	**7.1800e-003**	**0.1816**		**844.8288**	**844.8288**	**0.0210**	**0.0651**	**864.7653**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8272	14.7757	15.8880	0.0274		0.6705	0.6705		0.6403	0.6403	0.0000	2,515.7057	2,515.7057	0.5061		2,528.3591
Total	**1.8272**	**14.7757**	**15.8880**	**0.0274**		**0.6705**	**0.6705**		**0.6403**	**0.6403**	**0.0000**	**2,515.7057**	**2,515.7057**	**0.5061**		**2,528.3591**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0222	0.6664	0.2797	3.4000e-003	0.1217	5.0100e-003	0.1267	0.0351	4.7900e-003	0.0398		364.6445	364.6445	9.5300e-003	0.0539	380.9295
Worker	0.1838	0.1109	1.7724	4.6900e-003	0.5254	2.6000e-003	0.5279	0.1393	2.3900e-003	0.1417		480.1842	480.1842	0.0115	0.0113	483.8358
Total	**0.2060**	**0.7773**	**2.0521**	**8.0900e-003**	**0.6471**	**7.6100e-003**	**0.6547**	**0.1744**	**7.1800e-003**	**0.1816**		**844.8288**	**844.8288**	**0.0210**	**0.0651**	**864.7653**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					7.2145	0.0000	7.2145	3.4447	0.0000	3.4447			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.2145**	**0.6044**	**7.8189**	**3.4447**	**0.5560**	**4.0007**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	0.3514	16.0392	4.8854	0.0819	2.5538	0.1687	2.7225	0.7003	0.1614	0.8617		8,927.5062	8,927.5062	0.3809	1.4151	9,358.7163
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.3905**	**16.0628**	**5.2625**	**0.0829**	**2.6656**	**0.1692**	**2.8349**	**0.7299**	**0.1619**	**0.8918**		**9,029.6730**	**9,029.6730**	**0.3834**	**1.4175**	**9,461.6601**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8137	0.0000	2.8137	1.3434	0.0000	1.3434			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.8137**	**0.6044**	**3.4180**	**1.3434**	**0.5560**	**1.8994**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	0.3514	16.0392	4.8854	0.0819	2.5538	0.1687	2.7225	0.7003	0.1614	0.8617		8,927.5062	8,927.5062	0.3809	1.4151	9,358.7163
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.3905**	**16.0628**	**5.2625**	**0.0829**	**2.6656**	**0.1692**	**2.8349**	**0.7299**	**0.1619**	**0.8918**		**9,029.6730**	**9,029.6730**	**0.3834**	**1.4175**	**9,461.6601**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0793**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0793**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 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					
Archit. Coating	57.0800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**57.2717**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0212	0.3394	9.0000e-004	0.1006	5.0000e-004	0.1011	0.0267	4.6000e-004	0.0271		91.9502	91.9502	2.2000e-003	2.1600e-003	92.6494
Total	**0.0352**	**0.0212**	**0.3394**	**9.0000e-004**	**0.1006**	**5.0000e-004**	**0.1011**	**0.0267**	**4.6000e-004**	**0.0271**		**91.9502**	**91.9502**	**2.2000e-003**	**2.1600e-003**	**92.6494**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.0800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**57.2717**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0212	0.3394	9.0000e-004	0.1006	5.0000e-004	0.1011	0.0267	4.6000e-004	0.0271		91.9502	91.9502	2.2000e-003	2.1600e-003	92.6494
Total	**0.0352**	**0.0212**	**0.3394**	**9.0000e-004**	**0.1006**	**5.0000e-004**	**0.1011**	**0.0267**	**4.6000e-004**	**0.0271**		**91.9502**	**91.9502**	**2.2000e-003**	**2.1600e-003**	**92.6494**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3892	2.9527	4.8707	0.0222	1.3777	0.0304	1.4080	0.3734	0.0289	0.4023		2,348.9913	2,348.9913	0.0899	0.2503	2,425.8154
Unmitigated	0.4928	4.1249	6.8490	0.0325	2.0436	0.0448	2.0884	0.5539	0.0427	0.5965		3,445.1568	3,445.1568	0.1285	0.3637	3,556.7462

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	102.57	102.57	102.57	924,635	623,330
Total	102.57	102.57	102.57	924,635	623,330

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	40.00	65.10	0.00	34.90	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Unrefrigerated Warehouse-No Rail	0.376335	0.039075	0.120611	0.097273	0.045797	0.012203	0.068000	0.223000	0.000000	0.000000	0.017707	0.000000	0.000000

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	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
NaturalGas Unmitigated	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	330.323	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Total		**3.5600e-003**	**0.0324**	**0.0272**	**1.9000e-004**		**2.4600e-003**	**2.4600e-003**		**2.4600e-003**	**2.4600e-003**		**38.8615**	**38.8615**	**7.4000e-004**	**7.1000e-004**	**39.0925**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	0.330323	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Total		**3.5600e-003**	**0.0324**	**0.0272**	**1.9000e-004**		**2.4600e-003**	**2.4600e-003**		**2.4600e-003**	**2.4600e-003**		**38.8615**	**38.8615**	**7.4000e-004**	**7.1000e-004**	**39.0925**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Unmitigated	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294

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	0.1564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1900e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Total	**1.3640**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0276**	**0.0276**	**7.0000e-005**		**0.0294**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1900e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Total	**1.3640**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0276**	**0.0276**	**7.0000e-005**		**0.0294**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

19480 Belmont Sultana Warehouse Project

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	19.93	1000sqft	0.46	19,932.00	0
Parking Lot	46.00	Space	0.76	33,106.00	0
Unrefrigerated Warehouse-No Rail	59.98	1000sqft	1.33	59,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.55 net acre site w/ 59,984 sf warehouse bldg (~57,984 sf footprint), 19,932 sf landscaping, & a parking lot w/ 44 auto spcs & 2 trailer spcs (rmndr site added under parking lot to acount for paving associated w/ loading dock area).

Construction Phase - Construction anticiapted to begin February 2023 and be completed November 2023. Site vacant, no demo/site prep.

Off-road Equipment - CalEEMod default construction timing for building construction reduced by ~16%; therefore, ~16% more equipment added to CalEEMod default construciton equipment list for building construction.

Grading - ~7,000 CY import during grading.

Vehicle Trips - Traffic Screening Assessment, 1.71 trips/TSF. %s changed to 65.1% autos (C-W) & 34.9% trucks (C-NW). Per SCAQMD C-NW trip length changed to 40 miles. Trips assumed to be 100% primary.

Fleet Mix - Revised vehicle fleet mix per traffic screening assessment of 65.1% Autos, 5.8% 2-Axle Trucks, 6.8% 3-Axle Trucks and 22.3% 4+ Axle Trucks.

Sequestration - 85 new trees to be planted per landscape plans.

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Site is ~0.87 miles SW of downtown portion of Ontario & ~0.27 miles SE of bust stop at Euclid/Belmont. Sidewalks on/off-site.

Water Mitigation - 20% reduction indoor water use per CalGreen standards. Water efficient irrigation systems.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	220.00	185.00
tblFleetMix	HHD	0.02	0.22
tblFleetMix	LDA	0.54	0.38
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LHD1	0.03	0.05
tblFleetMix	LHD2	7.1960e-003	0.01
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MH	5.0710e-003	0.00
tblFleetMix	MHD	0.01	0.07
tblFleetMix	OBUS	5.5900e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	2.5400e-004	0.00
tblGrading	MaterialImported	0.00	7,000.00
tblLandUse	LandUseSquareFeet	18,400.00	33,106.00
tblLandUse	LandUseSquareFeet	59,980.00	59,984.00
tblLandUse	LotAcreage	0.41	0.76
tblLandUse	LotAcreage	1.38	1.33
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	85.00
tblVehicleTrips	CNW_TL	6.90	40.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TTP	41.00	34.90
tblVehicleTrips	CW_TTP	59.00	65.10
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	1.71
tblVehicleTrips	SU_TR	1.74	1.71
tblVehicleTrips	WD_TR	1.74	1.71

2.0 Emissions Summary

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	60.4663	31.4005	31.8751	0.1035	9.8801	1.1841	10.6540	4.1746	1.1198	4.8928	0.0000	11,029.1526	11,029.1526	1.0917	1.4197	11,477.9001
Maximum	**60.4663**	**31.4005**	**31.8751**	**0.1035**	**9.8801**	**1.1841**	**10.6540**	**4.1746**	**1.1198**	**4.8928**	**0.0000**	**11,029.1526**	**11,029.1526**	**1.0917**	**1.4197**	**11,477.9001**

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					
2023	60.4663	31.4005	31.8751	0.1035	5.4793	1.1841	6.2531	2.0734	1.1198	2.7915	0.0000	11,029.1526	11,029.1526	1.0917	1.4197	11,477.9001
Maximum	**60.4663**	**31.4005**	**31.8751**	**0.1035**	**5.4793**	**1.1841**	**6.2531**	**2.0734**	**1.1198**	**2.7915**	**0.0000**	**11,029.1526**	**11,029.1526**	**1.0917**	**1.4197**	**11,477.9001**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**44.54**	**0.00**	**41.31**	**50.33**	**0.00**	**42.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Energy	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Mobile	0.4551	4.3455	6.0645	0.0315	2.0436	0.0449	2.0885	0.5539	0.0427	0.5966		3,342.4703	3,342.4703	0.1279	0.3655	3,454.5801
Total	**1.8227**	**4.3780**	**6.1046**	**0.0317**	**2.0436**	**0.0474**	**2.0910**	**0.5539**	**0.0452**	**0.5991**		**3,381.3594**	**3,381.3594**	**0.1287**	**0.3662**	**3,493.7019**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Energy	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Mobile	0.3531	3.1154	4.3652	0.0215	1.3777	0.0304	1.4081	0.3734	0.0290	0.4023		2,280.4933	2,280.4933	0.0899	0.2516	2,357.7267
Total	**1.7207**	**3.1479**	**4.4053**	**0.0217**	**1.3777**	**0.0329**	**1.4106**	**0.3734**	**0.0315**	**0.4048**		**2,319.3824**	**2,319.3824**	**0.0907**	**0.2523**	**2,396.8485**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**5.59**	**28.10**	**27.84**	**31.58**	**32.59**	**30.52**	**32.54**	**32.59**	**30.44**	**32.42**	**0.00**	**31.41**	**31.41**	**29.54**	**31.09**	**31.40**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	2/9/2023	10/25/2023	5	185	
2	Grading	Grading	2/1/2023	2/8/2023	5	6	
3	Paving	Paving	10/10/2023	10/23/2023	5	10	
4	Architectural Coating	Architectural Coating	10/19/2023	11/1/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.22

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 89,976; Non-Residential Outdoor: 29,992; Striped Parking Area: 3,182 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	47.00	19.00	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	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8272	14.7757	15.8880	0.0274		0.6705	0.6705		0.6403	0.6403		2,515.7057	2,515.7057	0.5061		2,528.3591
Total	**1.8272**	**14.7757**	**15.8880**	**0.0274**		**0.6705**	**0.6705**		**0.6403**	**0.6403**		**2,515.7057**	**2,515.7057**	**0.5061**		**2,528.3591**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0207	0.7039	0.2883	3.4100e-003	0.1217	5.0300e-003	0.1268	0.0351	4.8100e-003	0.0399		365.5288	365.5288	9.4500e-003	0.0540	381.8618
Worker	0.1770	0.1166	1.4588	4.2500e-003	0.5254	2.6000e-003	0.5279	0.1393	2.3900e-003	0.1417		435.0347	435.0347	0.0115	0.0117	438.7948
Total	**0.1977**	**0.8205**	**1.7471**	**7.6600e-003**	**0.6471**	**7.6300e-003**	**0.6547**	**0.1744**	**7.2000e-003**	**0.1816**		**800.5635**	**800.5635**	**0.0209**	**0.0657**	**820.6566**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8272	14.7757	15.8880	0.0274		0.6705	0.6705		0.6403	0.6403	0.0000	2,515.7057	2,515.7057	0.5061		2,528.3591
Total	**1.8272**	**14.7757**	**15.8880**	**0.0274**		**0.6705**	**0.6705**		**0.6403**	**0.6403**	**0.0000**	**2,515.7057**	**2,515.7057**	**0.5061**		**2,528.3591**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0207	0.7039	0.2883	3.4100e-003	0.1217	5.0300e-003	0.1268	0.0351	4.8100e-003	0.0399		365.5288	365.5288	9.4500e-003	0.0540	381.8618
Worker	0.1770	0.1166	1.4588	4.2500e-003	0.5254	2.6000e-003	0.5279	0.1393	2.3900e-003	0.1417		435.0347	435.0347	0.0115	0.0117	438.7948
Total	**0.1977**	**0.8205**	**1.7471**	**7.6600e-003**	**0.6471**	**7.6300e-003**	**0.6547**	**0.1744**	**7.2000e-003**	**0.1816**		**800.5635**	**800.5635**	**0.0209**	**0.0657**	**820.6566**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					7.2145	0.0000	7.2145	3.4447	0.0000	3.4447			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.2145**	**0.6044**	**7.8189**	**3.4447**	**0.5560**	**4.0007**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	0.3249	16.9081	4.9736	0.0820	2.5538	0.1690	2.7228	0.7003	0.1617	0.8619		8,940.9773	8,940.9773	0.3796	1.4172	9,372.7892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.3626**	**16.9329**	**5.2840**	**0.0829**	**2.6656**	**0.1695**	**2.8351**	**0.7299**	**0.1622**	**0.8921**		**9,033.5379**	**9,033.5379**	**0.3820**	**1.4197**	**9,466.1498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8137	0.0000	2.8137	1.3434	0.0000	1.3434			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.8137**	**0.6044**	**3.4180**	**1.3434**	**0.5560**	**1.8994**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	0.3249	16.9081	4.9736	0.0820	2.5538	0.1690	2.7228	0.7003	0.1617	0.8619		8,940.9773	8,940.9773	0.3796	1.4172	9,372.7892
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.3626**	**16.9329**	**5.2840**	**0.0829**	**2.6656**	**0.1695**	**2.8351**	**0.7299**	**0.1622**	**0.8921**		**9,033.5379**	**9,033.5379**	**0.3820**	**1.4197**	**9,466.1498**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 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	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0793**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

3.4 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.1991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0793**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 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					
Archit. Coating	57.0800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**57.2717**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0339	0.0223	0.2793	8.1000e-004	0.1006	5.0000e-004	0.1011	0.0267	4.6000e-004	0.0271		83.3045	83.3045	2.2000e-003	2.2300e-003	84.0245
Total	**0.0339**	**0.0223**	**0.2793**	**8.1000e-004**	**0.1006**	**5.0000e-004**	**0.1011**	**0.0267**	**4.6000e-004**	**0.0271**		**83.3045**	**83.3045**	**2.2000e-003**	**2.2300e-003**	**84.0245**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	57.0800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**57.2717**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0339	0.0223	0.2793	8.1000e-004	0.1006	5.0000e-004	0.1011	0.0267	4.6000e-004	0.0271		83.3045	83.3045	2.2000e-003	2.2300e-003	84.0245
Total	**0.0339**	**0.0223**	**0.2793**	**8.1000e-004**	**0.1006**	**5.0000e-004**	**0.1011**	**0.0267**	**4.6000e-004**	**0.0271**		**83.3045**	**83.3045**	**2.2000e-003**	**2.2300e-003**	**84.0245**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3531	3.1154	4.3652	0.0215	1.3777	0.0304	1.4081	0.3734	0.0290	0.4023		2,280.4933	2,280.4933	0.0899	0.2516	2,357.7267
Unmitigated	0.4551	4.3455	6.0645	0.0315	2.0436	0.0449	2.0885	0.5539	0.0427	0.5966		3,342.4703	3,342.4703	0.1279	0.3655	3,454.5801

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	102.57	102.57	102.57	924,635	623,330
Total	102.57	102.57	102.57	924,635	623,330

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	40.00	65.10	0.00	34.90	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Unrefrigerated Warehouse-No Rail	0.376335	0.039075	0.120611	0.097273	0.045797	0.012203	0.068000	0.223000	0.000000	0.000000	0.017707	0.000000	0.000000

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	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
NaturalGas Unmitigated	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	330.323	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Total		**3.5600e-003**	**0.0324**	**0.0272**	**1.9000e-004**		**2.4600e-003**	**2.4600e-003**		**2.4600e-003**	**2.4600e-003**		**38.8615**	**38.8615**	**7.4000e-004**	**7.1000e-004**	**39.0925**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	0.330323	3.5600e-003	0.0324	0.0272	1.9000e-004		2.4600e-003	2.4600e-003		2.4600e-003	2.4600e-003		38.8615	38.8615	7.4000e-004	7.1000e-004	39.0925
Total		**3.5600e-003**	**0.0324**	**0.0272**	**1.9000e-004**		**2.4600e-003**	**2.4600e-003**		**2.4600e-003**	**2.4600e-003**		**38.8615**	**38.8615**	**7.4000e-004**	**7.1000e-004**	**39.0925**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Unmitigated	1.3640	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294

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	0.1564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1900e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Total	**1.3640**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0276**	**0.0276**	**7.0000e-005**		**0.0294**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1900e-003	1.2000e-004	0.0129	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0276	0.0276	7.0000e-005		0.0294
Total	**1.3640**	**1.2000e-004**	**0.0129**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0276**	**0.0276**	**7.0000e-005**		**0.0294**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

HRA ASSUMPTIONS & AERMOD MODEL PRINTOUTS

Emission Assumptions **DPM** Emissions

19480 Belmont Sultana Warehouse

Facility Operations

Buildout year: 2023

Emission Factors

1) Onsite Vehicle Emissions

a) Truck

(1) EMFAC2021 - PM2.5 used as surrogate for DPM

(a) Annual Meteorology

Temperature: 50 degF

Relative Humidity: 50%

(b) Calculations for San Bernardino County

(c) Truck Mix

4+ axle heavy-heavy duty diesel trucks (HHDT)

4 axle diesel trucks (MHDT)

2 axle diesel trucks (LHDT2)

(d) Onsite Truck Travel Speed: 10 mph

(e) Off-site Truck Travel Speed: 35 mph

(f) Idle speed: 0 mph

(g) Truck Idle time: 15 minutes per truck per day

2) Other Parameters

(a) Width of Truck Source: 8.5 feet

(b) Truck Operational Schedule 24 hours/day

(c) Height of Truck: 13.5 feet

(d) Release Height: 3.5 meters

19480 Belmont Sultana Warehouse		Emission:	DPM									
Processes Modeled		**Build-out:**	**2023**									
Onsite delivery traffic												
Truck idling												
Offsite delivery traffic												
Facilities in Operation												
Location	**Truck type**	**Daily trucks**										
Project Site	HHDT	23										
Project Site	MHDT	7										
Project Site	LHDT2	6										
Total		**36**										
Delivery Schedule:												
	24	**hrs/day, 52 weeks/year**										
Emission Factors 1 Year (2023)	**Onsite Exhaust**	**Offsite Exhaust**	**Idle**									
Vehicle Class	**(g/mi)**	**(g/mi)**	**(g/hr)**									
HHDT	0.01258	0.00856	0.01631									
MHDT	0.04522	0.01037	0.08675									
LHDT2	0.05961	0.02374	0.77884									
Onsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day (in and out)**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**	**Total Daily Emissions for all Vehicles (g/sec)**	
Loading docks to Project Driveway	HHDT	0.01258	23	50.5	0.03	9.08E-03	1.05E-07	7.20E-02	2.00E-05	3.65E-06		
Loading docks to Project Driveway	MHDT	0.04522	7	50.5	0.03	9.93E-03	1.15E-07	7.87E-02	2.19E-05	3.99E-06	**3.50E-07**	100% of trucks
Loading docks to Project Driveway	LHDT2	0.05961	6	50.5	0.03	1.12E-02	1.30E-07	8.90E-02	2.47E-05	4.51E-06		
Truck Idling	Idle time	15	minutes									
Building/Location	**Truck Type**	**Emission Factor (g/idle-hour)**	**Idling Time (min)**	**Daily Trucks**	**Total Emissions (g/day)**	**Max Hourly Emissions (g/sec)**	**Max Hourly Emissions (lb/hr)**	**Total Daily Emissions (lbs/day)**	**Total Emissions (tons/yr)**	**Total Emissions (tons/yr)**		
At loading docks & entrance/exit driveway	HHDT	0.01631	15	23	0.09	1.09E-06	8.61E-06	2.07E-04	3.77E-05			
At loading docks & entrance/exit driveway	MHDT	0.08675	15	7	0.15	1.76E-06	1.39E-05	3.34E-04	6.10E-05		1.64E-05	
At loading docks & entrance/exit driveway	LHDT2	0.77884	15	6	1.17	1.35E-05	1.07E-04	2.57E-03	4.70E-04		**5.45E-06**	per idling location
												(3 total)
Offsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Max Hourly Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**		
Offsite truck traffic along Belmont Street	HHDT	0.00856	23	654.3	0.41	8.01E-02	9.27E-07	6.35E-01	1.76E-04	3.22E-05	100% of trucks	
Offsite truck traffic along Belmont Street	MHDT	0.01037	7	654.3	0.41	2.95E-02	3.42E-07	2.34E-01	6.50E-05	1.19E-05	**1.94E-06**	
Offsite truck traffic along Belmont Street	LHDT2	0.02374	6	654.3	0.41	5.79E-02	6.70E-07	4.59E-01	1.28E-04	2.33E-05		
From Belmont Street Northbound on Euclid Ave	HHDT	0.01179	23	685.1	0.43	1.15E-01	1.34E-06	9.15E-01	2.54E-04	4.64E-05	50% of trucks	
From Belmont Street Northbound on Euclid Ave	MHDT	0.01346	7	685.1	0.43	4.01E-02	4.64E-07	3.18E-01	8.84E-05	1.61E-05	**1.29E-06**	
From Belmont Street Northbound on Euclid Ave	LHDT2	0.02624	6	685.1	0.43	6.70E-02	7.76E-07	5.31E-01	1.48E-04	2.69E-05		
From Belmont Street Southbound on Euclid Ave	HHDT	0.01179	23	772.5	0.48	1.30E-01	1.51E-06	1.03E+00	2.87E-04	5.23E-05	50% of trucks	
From Belmont Street Southbound on Euclid Ave	MHDT	0.01346	7	772.5	0.48	4.52E-02	5.23E-07	3.59E-01	9.96E-05	1.82E-05	**1.45E-06**	
From Belmont Street Southbound on Euclid Ave	LHDT2	0.02624	6	772.5	0.48	7.56E-02	8.75E-07	5.99E-01	1.66E-04	3.04E-05		

19480 Belmont Sultana Warehouse		**Emission:**	**DPM**									
Processes Modeled		**Build-out:**	**2023**									
Onsite delivery traffic												
Truck idling												
Offsite delivery traffic												
Facilities in Operation												
Location	**Truck type**	**Daily trucks**										
Project Site	HHDT	23										
Project Site	MHDT	7										
Project Site	LHDT2	6										
Total		**36**										
Delivery Schedule:												
	24	**hrs/day, 52weeks/year**										
Emission Factors 2 Year (2024&2025)	**Onsite Exhaust**	**Offsite Exhaust**	**Idle**									
Vehicle Class	**(g/mi)**	**(g/mi)**	**(g/hr)**									
HHDT	0.01198	0.00811	0.01500									
MHDT	0.03520	0.00833	0.06652									
LHDT2	0.05232	0.02124	0.77760									
Onsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day (in and out)**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**	**Total Daily Emissions for all Vehicles (g/sec)**	
Loading docks to Project Driveway	HHDT	0.01198	23	50.5	0.03	8.64E-03	1.00E-07	6.85E-02	1.90E-05	3.47E-06		
Loading docks to Project Driveway	MHDT	0.03520	7	50.5	0.03	7.73E-03	8.95E-08	6.13E-02	1.70E-05	3.11E-06	**3.03E-07**	100% of trucks
Loading docks to Project Driveway	LHDT2	0.05232	6	50.5	0.03	9.85E-03	1.14E-07	7.81E-02	2.17E-05	3.96E-06		
Truck Idling	Idle time		15	minutes								
Building/Location	**Truck Type**	**Emission Factor (g/idle-hour)**	**Idling Time (min)**	**Daily Trucks**	**Total Emissions (g/day)**	**Max Hourly Emissions (g/sec)**	**Max Hourly Emissions (lb/hr)**	**Total Daily Emissions (lbs/day)**	**Total Emissions (tons/yr)**	**Total Emissions (tons/yr)**		
At loading docks & entrance/exit driveway	HHDT	0.01500	15	23	0.09	9.99E-07	7.92E-06	1.90E-04	3.47E-05			
At loading docks & entrance/exit driveway	MHDT	0.06652	15	7	0.12	1.35E-06	1.07E-05	2.56E-04	4.68E-05		1.58E-05	
At loading docks & entrance/exit driveway	LHDT2	0.77760	15	6	1.17	1.35E-05	1.07E-04	2.57E-03	4.69E-04		**5.28E-06**	per idling location
												(3 total)
Offsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Max Hourly Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**		
Offsite truck traffic along Belmont Street	HHDT	0.00811	23	654.3	0.41	7.59E-02	8.78E-07	6.01E-01	1.67E-04	3.05E-05	100% of trucks	
Offsite truck traffic along Belmont Street	MHDT	0.00833	7	654.3	0.41	2.37E-02	2.74E-07	1.88E-01	5.22E-05	9.52E-06	**1.75E-06**	
Offsite truck traffic along Belmont Street	LHDT2	0.02124	6	654.3	0.41	5.18E-02	6.00E-07	4.11E-01	1.14E-04	2.08E-05		
From Belmont Street Northbound on Euclid Ave	HHDT	0.00841	23	685.1	0.43	8.23E-02	9.53E-07	6.53E-01	1.81E-04	3.31E-05	50% of trucks	
From Belmont Street Northbound on Euclid Ave	MHDT	0.00967	7	685.1	0.43	2.88E-02	3.33E-07	2.28E-01	6.34E-05	1.16E-05	**9.81E-07**	
From Belmont Street Northbound on Euclid Ave	LHDT2	0.02283	6	685.1	0.43	5.83E-02	6.75E-07	4.62E-01	1.28E-04	2.34E-05		
From Belmont Street Southbound on Euclid Ave	HHDT	0.00841	23	772.5	0.48	9.29E-02	1.07E-06	7.36E-01	2.05E-04	3.73E-05	50% of trucks	
From Belmont Street Southbound on Euclid Ave	MHDT	0.00967	7	772.5	0.48	3.25E-02	3.76E-07	2.58E-01	7.15E-05	1.31E-05	**1.11E-06**	
From Belmont Street Southbound on Euclid Ave	LHDT2	0.02283	6	772.5	0.48	6.57E-02	7.61E-07	5.21E-01	1.45E-04	2.64E-05		

19480 Belmont Sultana Warehouse		**Emission:**	**DPM**									
Processes Modeled		**Build-out:**	**2023**									
Onsite delivery traffic												
Truck idling												
Offsite delivery traffic												
Facilities in Operation												
Location	**Truck type**	**Daily trucks**										
Project Site	HHDT	23										
Project Site	MHDT	7										
Project Site	LHDT2	6										
Total		**36**										
Delivery Schedule:												
	24	**hrs/day, 52weeks/year**										
Emission Factors 14 Year 2026-2039	**Onsite Exhaust**	**Offsite Exhaust**	**Idle**									
Vehicle Class	**(g/mi)**	**(g/mi)**	**(g/hr)**									
HHDT	0.00969	0.00658	0.01135									
MHDT	0.01154	0.00340	0.02150									
LHDT2	0.03945	0.01734	0.76899									
Onsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day (in and out)**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**	**Total Daily Emissions for all Vehicles (g/sec)**	
Loading docks to Project Driveway	HHDT	0.00969	23	50.5	0.03	6.99E-03	8.10E-08	5.55E-02	1.54E-05	2.81E-06		
Loading docks to Project Driveway	MHDT	0.01154	7	50.5	0.03	2.54E-03	2.93E-08	2.01E-02	5.58E-06	1.02E-06	**1.96E-07**	100% of trucks
Loading docks to Project Driveway	LHDT2	0.03945	6	50.5	0.03	7.43E-03	8.59E-08	5.89E-02	1.64E-05	2.98E-06		
Truck Idling	Idle time	15	minutes									
Building/Location	**Truck Type**	**Emission Factor (g/idle-hour)**	**Idling Time (min)**	**Daily Trucks**	**Total Emissions (g/day)**	**Max Hourly Emissions (g/sec)**	**Max Hourly Emissions (lb/hr)**	**Total Daily Emissions (lbs/day)**	**Total Emissions (tons/yr)**	**Total Emissions (tons/yr)**		
At loading docks & entrance/exit driveway	HHDT	0.01135	15	23	0.07	7.55E-07	5.99E-06	1.44E-04	2.62E-05			
At loading docks & entrance/exit driveway	MHDT	0.02150	15	7	0.04	4.35E-07	3.45E-06	8.29E-05	1.51E-05		1.45E-05	
At loading docks & entrance/exit driveway	LHDT2	0.76899	15	6	1.15	1.34E-05	1.06E-04	2.54E-03	4.64E-04		**4.85E-06**	per idling location
												(3 total)
Offsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Max Hourly Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**		
Offsite truck traffic along Belmont Street	HHDT	0.00658	23	654.3	0.41	6.15E-02	7.12E-07	4.88E-01	1.36E-04	2.47E-05	100% of trucks	
Offsite truck traffic along Belmont Street	MHDT	0.00340	7	654.3	0.41	9.66E-03	1.12E-07	7.66E-02	2.13E-05	3.88E-06	**1.31E-06**	
Offsite truck traffic along Belmont Street	LHDT2	0.01734	6	654.3	0.41	4.23E-02	4.90E-07	3.35E-01	9.32E-05	1.70E-05		
From Belmont Street Northbound on Euclid Ave	HHDT	0.00674	23	685.1	0.43	6.59E-02	7.63E-07	5.23E-01	1.45E-04	2.65E-05	50% of trucks	
From Belmont Street Northbound on Euclid Ave	MHDT	0.00381	7	685.1	0.43	1.14E-02	1.31E-07	9.00E-02	2.50E-05	4.56E-06	**7.07E-07**	
From Belmont Street Northbound on Euclid Ave	LHDT2	0.01760	6	685.1	0.43	4.50E-02	5.20E-07	3.56E-01	9.90E-05	1.81E-05		
From Belmont Street Southbound on Euclid Ave	HHDT	0.00674	23	772.5	0.48	7.43E-02	8.60E-07	5.89E-01	1.64E-04	2.99E-05	50% of trucks	
From Belmont Street Southbound on Euclid Ave	MHDT	0.00381	7	772.5	0.48	1.28E-02	1.48E-07	1.02E-01	2.82E-05	5.15E-06	**7.98E-07**	
From Belmont Street Southbound on Euclid Ave	LHDT2	0.01760	6	772.5	0.48	5.07E-02	5.87E-07	4.02E-01	1.12E-04	2.04E-05		

19480 Belmont Sultana Warehouse		**Emission:**	**DPM**									
Processes Modeled		**Build-out:**	**2023**									
Onsite delivery traffic												
Truck idling												
Offsite delivery traffic												
Facilities in Operation												
Location	**Truck type**	**Daily trucks**										
Project Site	HHDT	23										
Project Site	MHDT	7										
Project Site	LHDT2	6										
Total		**36**										
Delivery Schedule:												
	24	**hrs/day, 52weeks/year**										
Emission Factors 14 Year 2040-2053	**Onsite Exhaust**	**Offsite Exhaust**	**Idle**									
Vehicle Class	**(g/mi)**	**(g/mi)**	**(g/hr)**									
HHDT	0.00821	0.00565	0.00975									
MHDT	0.00328	0.00154	0.00743									
LHDT2	0.03556	0.01660	0.76156									
Onsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day (in and out)**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**	**Total Daily Emissions for all Vehicles (g/sec)**	
Loading docks to Project Driveway	HHDT	0.00821	23	50.5	0.03	5.92E-03	6.85E-08	4.70E-02	1.30E-05	2.38E-06		
Loading docks to Project Driveway	MHDT	0.00328	7	50.5	0.03	7.21E-04	8.34E-09	5.72E-03	1.59E-06	2.90E-07	**1.54E-07**	100% of trucks
Loading docks to Project Driveway	LHDT2	0.03556	6	50.5	0.03	6.69E-03	7.75E-08	5.31E-02	1.47E-05	2.69E-06		
Truck Idling	Idle time		15	minutes								
Building/Location	**Truck Type**	**Emission Factor (g/idle-hour)**	**Idling Time (min)**	**Daily Trucks**	**Total Emissions (g/day)**	**Max Hourly Emissions (g/sec)**	**Max Hourly Emissions (lb/hr)**	**Total Daily Emissions (lbs/day)**	**Total Emissions (tons/yr)**	**Total Emissions (tons/yr)**		
At loading docks & entrance/exit driveway	HHDT	0.00975	15	23	0.06	6.49E-07	5.15E-06	1.24E-04	2.25E-05			
At loading docks & entrance/exit driveway	MHDT	0.00743	15	7	0.01	1.51E-07	1.19E-06	2.86E-05	5.23E-06		1.40E-05	
At loading docks & entrance/exit driveway	LHDT2	0.76156	15	6	1.14	1.32E-05	1.05E-04	2.52E-03	4.59E-04		**4.67E-06**	per idling location
												(3 total)
Offsite Roadway Links Modeled												
Link	**Truck Type**	**Emission Factor (g/mi)**	**Trips per day**	**Length (m)**	**Length (mi)**	**Daily Emissions Over the Link (g/day)**	**Emissions Over the Link (g/sec)**	**Max Hourly Emissions Over Link (lb/hr)**	**Daily Emissions (lbs/day)**	**Annual Avg Emissions Over Link (tons/yr)**		
Offsite truck traffic along Belmont Street	HHDT	0.00565	23	654.3	0.41	5.28E-02	6.11E-07	4.19E-01	1.16E-04	2.12E-05	100% of trucks	
Offsite truck traffic along Belmont Street	MHDT	0.00154	7	654.3	0.41	4.38E-03	5.07E-08	3.47E-02	9.65E-06	1.76E-06	**1.13E-06**	
Offsite truck traffic along Belmont Street	LHDT2	0.01660	6	654.3	0.41	4.05E-02	4.69E-07	3.21E-01	8.92E-05	1.63E-05		
From Belmont Street Northbound on Euclid Ave	HHDT	0.00566	23	685.1	0.43	5.54E-02	6.42E-07	4.40E-01	1.22E-04	2.23E-05	50% of trucks	
From Belmont Street Northbound on Euclid Ave	MHDT	0.00157	7	685.1	0.43	4.68E-03	5.42E-08	3.71E-02	1.03E-05	1.88E-06	**2.38E-08**	
From Belmont Street Northbound on Euclid Ave	LHDT2	0.01666	6	685.1	0.43	4.25E-02	4.92E-07	3.37E-01	9.37E-05	1.71E-05		
From Belmont Street Southbound on Euclid Ave	HHDT	0.00566	23	772.5	0.48	6.25E-02	7.24E-07	4.96E-01	1.38E-04	2.51E-05	50% of trucks	
From Belmont Street Southbound on Euclid Ave	MHDT	0.00157	7	772.5	0.48	5.28E-03	6.11E-08	4.19E-02	1.16E-05	2.12E-06	**6.70E-07**	
From Belmont Street Southbound on Euclid Ave	LHDT2	0.01666	6	772.5	0.48	4.80E-02	5.55E-07	3.80E-01	1.06E-04	1.93E-05		

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** Lakes Environmental AERMOD MPI
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** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/22/2022
** File: C:\Lakes\AERMOD View\19480 Belmont Sultana OY - 2023\19480 Belmont Sultana OY - 2023.ADI
**
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**
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** AERMOD Control Pathway
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**
**
CO STARTING
   TITLEONE 19480 Belmont Sultana
   TITLETWO DPM Concentrations OY - 2023
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19480 Belmont Sultana OY - 2023.err"
CO FINISHED
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** AERMOD Source Pathway
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**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION STCK1        POINT      440528.350  3768021.170      283.070
** DESCRSRC Idling location
   LOCATION STCK2        POINT      440528.153  3768009.908      282.940
** DESCRSRC Idling location
   LOCATION STCK3        POINT      440555.905  3768035.447      283.080
** DESCRSRC Idling location
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite truck travel
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 3.5E-07
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** Elevated
** Building Height = 13.41
** SZINIT = 6.24
** Nodes = 7
** 440536.599, 3768002.870, 282.77, 3.50, 4.00
** 440536.599, 3768018.756, 283.06, 3.50, 4.00
** 440540.219, 3768021.773, 283.08, 3.50, 4.00
** 440550.475, 3768022.979, 282.90, 3.50, 4.00
** 440555.100, 3768024.387, 282.92, 3.50, 4.00
** 440556.910, 3768030.621, 282.95, 3.50, 4.00
** 440556.508, 3768038.866, 283.02, 3.50, 4.00
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   LOCATION L0000002     VOLUME   440536.599 3768015.756 282.97
   LOCATION L0000003     VOLUME   440541.092 3768021.875 283.01
   LOCATION L0000004     VOLUME   440549.624 3768022.879 282.97
   LOCATION L0000005     VOLUME   440555.908 3768027.171 282.98
   LOCATION L0000006     VOLUME   440556.667 3768035.613 283.07
** End of LINE VOLUME Source ID = SLINE1
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** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC Offsite travel along Belmont Street
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.94E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 440555.977, 3768047.079, 283.17, 3.50, 4.00
** 439901.705, 3768046.097, 285.21, 3.50, 4.00
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   LOCATION L0000014     VOLUME   440543.090 3768047.060 283.30
   LOCATION L0000015     VOLUME   440534.500 3768047.047 283.36
   LOCATION L0000016     VOLUME   440525.909 3768047.034 283.41
   LOCATION L0000017     VOLUME   440517.318 3768047.021 283.46
   LOCATION L0000018     VOLUME   440508.727 3768047.008 283.52
   LOCATION L0000019     VOLUME   440500.136 3768046.996 283.54
   LOCATION L0000020     VOLUME   440491.546 3768046.983 283.57
   LOCATION L0000021     VOLUME   440482.955 3768046.970 283.60
   LOCATION L0000022     VOLUME   440474.364 3768046.957 283.64
   LOCATION L0000023     VOLUME   440465.773 3768046.944 283.68
   LOCATION L0000024     VOLUME   440457.182 3768046.931 283.72
   LOCATION L0000025     VOLUME   440448.592 3768046.918 283.78
   LOCATION L0000026     VOLUME   440440.001 3768046.905 283.84
   LOCATION L0000027     VOLUME   440431.410 3768046.892 283.90
   LOCATION L0000028     VOLUME   440422.819 3768046.879 283.95
   LOCATION L0000029     VOLUME   440414.229 3768046.867 283.99
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LOCATION L0000031     VOLUME   440397.047 3768046.841 283.99
LOCATION L0000032     VOLUME   440388.456 3768046.828 283.95
LOCATION L0000033     VOLUME   440379.865 3768046.815 283.93
LOCATION L0000034     VOLUME   440371.275 3768046.802 284.00
LOCATION L0000035     VOLUME   440362.684 3768046.789 284.06
LOCATION L0000036     VOLUME   440354.093 3768046.776 284.12
LOCATION L0000037     VOLUME   440345.502 3768046.763 284.18
LOCATION L0000038     VOLUME   440336.911 3768046.751 284.24
LOCATION L0000039     VOLUME   440328.321 3768046.738 284.29
LOCATION L0000040     VOLUME   440319.730 3768046.725 284.31
LOCATION L0000041     VOLUME   440311.139 3768046.712 284.33
LOCATION L0000042     VOLUME   440302.548 3768046.699 284.34
LOCATION L0000043     VOLUME   440293.957 3768046.686 284.36
LOCATION L0000044     VOLUME   440285.367 3768046.673 284.37
LOCATION L0000045     VOLUME   440276.776 3768046.660 284.38
LOCATION L0000046     VOLUME   440268.185 3768046.647 284.39
LOCATION L0000047     VOLUME   440259.594 3768046.634 284.40
LOCATION L0000048     VOLUME   440251.003 3768046.622 284.40
LOCATION L0000049     VOLUME   440242.413 3768046.609 284.41
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LOCATION L0000052     VOLUME   440216.640 3768046.570 284.43
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LOCATION L0000055     VOLUME   440190.868 3768046.531 284.48
LOCATION L0000056     VOLUME   440182.277 3768046.518 284.50
LOCATION L0000057     VOLUME   440173.686 3768046.505 284.54
LOCATION L0000058     VOLUME   440165.096 3768046.493 284.59
LOCATION L0000059     VOLUME   440156.505 3768046.480 284.65
LOCATION L0000060     VOLUME   440147.914 3768046.467 284.72
LOCATION L0000061     VOLUME   440139.323 3768046.454 284.82
LOCATION L0000062     VOLUME   440130.732 3768046.441 284.92
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LOCATION L0000066     VOLUME   440096.369 3768046.389 285.07
LOCATION L0000067     VOLUME   440087.778 3768046.376 285.09
LOCATION L0000068     VOLUME   440079.188 3768046.364 285.12
LOCATION L0000069     VOLUME   440070.597 3768046.351 285.14
LOCATION L0000070     VOLUME   440062.006 3768046.338 285.14
LOCATION L0000071     VOLUME   440053.415 3768046.325 285.15
LOCATION L0000072     VOLUME   440044.825 3768046.312 285.17
LOCATION L0000073     VOLUME   440036.234 3768046.299 285.18
LOCATION L0000074     VOLUME   440027.643 3768046.286 285.20
LOCATION L0000075     VOLUME   440019.052 3768046.273 285.23
LOCATION L0000076     VOLUME   440010.461 3768046.260 285.27
LOCATION L0000077     VOLUME   440001.871 3768046.247 285.31
LOCATION L0000078     VOLUME   439993.280 3768046.235 285.36
LOCATION L0000079     VOLUME   439984.689 3768046.222 285.41
LOCATION L0000080     VOLUME   439976.098 3768046.209 285.47
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   LOCATION L0000083     VOLUME   439950.326 3768046.170 285.50
   LOCATION L0000084     VOLUME   439941.735 3768046.157 285.49
   LOCATION L0000085     VOLUME   439933.144 3768046.144 285.47
   LOCATION L0000086     VOLUME   439924.553 3768046.131 285.44
   LOCATION L0000087     VOLUME   439915.963 3768046.118 285.39
   LOCATION L0000088     VOLUME   439907.372 3768046.106 285.32
** End of LINE VOLUME Source ID = SLINE2
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC From Belmont St NB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.29E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439929.911, 3768060.841, 285.65, 3.50, 4.00
** 439928.643, 3768745.969, 294.98, 3.50, 4.00
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   LOCATION L0000171     VOLUME   439929.871 3768082.318 286.03
   LOCATION L0000172     VOLUME   439929.855 3768090.909 286.17
   LOCATION L0000173     VOLUME   439929.839 3768099.500 286.31
   LOCATION L0000174     VOLUME   439929.824 3768108.090 286.45
   LOCATION L0000175     VOLUME   439929.808 3768116.681 286.59
   LOCATION L0000176     VOLUME   439929.792 3768125.272 286.72
   LOCATION L0000177     VOLUME   439929.776 3768133.863 286.85
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   LOCATION L0000185     VOLUME   439929.649 3768202.589 287.88
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   LOCATION L0000190     VOLUME   439929.569 3768245.543 288.49
   LOCATION L0000191     VOLUME   439929.553 3768254.134 288.60
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   LOCATION L0000194     VOLUME   439929.506 3768279.906 288.94
   LOCATION L0000195     VOLUME   439929.490 3768288.497 289.06
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LOCATION L0000202     VOLUME   439929.378 3768348.632 289.90
LOCATION L0000203     VOLUME   439929.363 3768357.223 290.01
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LOCATION L0000209     VOLUME   439929.267 3768408.768 290.88
LOCATION L0000210     VOLUME   439929.251 3768417.359 291.06
LOCATION L0000211     VOLUME   439929.235 3768425.950 291.24
LOCATION L0000212     VOLUME   439929.219 3768434.540 291.37
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LOCATION L0000214     VOLUME   439929.188 3768451.722 291.51
LOCATION L0000215     VOLUME   439929.172 3768460.313 291.58
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LOCATION L0000224     VOLUME   439929.029 3768537.630 292.48
LOCATION L0000225     VOLUME   439929.013 3768546.221 292.58
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LOCATION L0000235     VOLUME   439928.854 3768632.128 293.59
LOCATION L0000236     VOLUME   439928.838 3768640.719 293.69
LOCATION L0000237     VOLUME   439928.822 3768649.310 293.80
LOCATION L0000238     VOLUME   439928.806 3768657.901 293.92
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LOCATION L0000242     VOLUME   439928.742 3768692.264 294.39
LOCATION L0000243     VOLUME   439928.727 3768700.855 294.51
LOCATION L0000244     VOLUME   439928.711 3768709.445 294.63
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LOCATION L0000246     VOLUME   439928.679 3768726.627 294.85
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   LOCATION L0000247     VOLUME   439928.663 3768735.218 294.96
   LOCATION L0000248     VOLUME   439928.647 3768743.809 295.09
** End of LINE VOLUME Source ID = SLINE3
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC From Belmont St SB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.45E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439901.053, 3768033.145, 285.02, 3.50, 4.00
** 439907.230, 3767260.688, 273.69, 3.50, 4.00
** ------------------------------------------------------------------
   LOCATION L0000249     VOLUME   439901.088 3768028.850 285.00
   LOCATION L0000250     VOLUME   439901.156 3768020.259 284.89
   LOCATION L0000251     VOLUME   439901.225 3768011.668 284.77
   LOCATION L0000252     VOLUME   439901.294 3768003.078 284.66
   LOCATION L0000253     VOLUME   439901.362 3767994.487 284.54
   LOCATION L0000254     VOLUME   439901.431 3767985.897 284.42
   LOCATION L0000255     VOLUME   439901.500 3767977.306 284.29
   LOCATION L0000256     VOLUME   439901.568 3767968.716 284.17
   LOCATION L0000257     VOLUME   439901.637 3767960.125 284.04
   LOCATION L0000258     VOLUME   439901.706 3767951.535 283.90
   LOCATION L0000259     VOLUME   439901.775 3767942.944 283.77
   LOCATION L0000260     VOLUME   439901.843 3767934.354 283.63
   LOCATION L0000261     VOLUME   439901.912 3767925.763 283.47
   LOCATION L0000262     VOLUME   439901.981 3767917.173 283.32
   LOCATION L0000263     VOLUME   439902.049 3767908.582 283.17
   LOCATION L0000264     VOLUME   439902.118 3767899.992 283.03
   LOCATION L0000265     VOLUME   439902.187 3767891.401 282.89
   LOCATION L0000266     VOLUME   439902.255 3767882.811 282.75
   LOCATION L0000267     VOLUME   439902.324 3767874.220 282.61
   LOCATION L0000268     VOLUME   439902.393 3767865.630 282.47
   LOCATION L0000269     VOLUME   439902.461 3767857.039 282.33
   LOCATION L0000270     VOLUME   439902.530 3767848.449 282.19
   LOCATION L0000271     VOLUME   439902.599 3767839.858 282.04
   LOCATION L0000272     VOLUME   439902.668 3767831.267 281.89
   LOCATION L0000273     VOLUME   439902.736 3767822.677 281.75
   LOCATION L0000274     VOLUME   439902.805 3767814.086 281.60
   LOCATION L0000275     VOLUME   439902.874 3767805.496 281.45
   LOCATION L0000276     VOLUME   439902.942 3767796.905 281.30
   LOCATION L0000277     VOLUME   439903.011 3767788.315 281.14
   LOCATION L0000278     VOLUME   439903.080 3767779.724 280.99
   LOCATION L0000279     VOLUME   439903.148 3767771.134 280.84
   LOCATION L0000280     VOLUME   439903.217 3767762.543 280.70
   LOCATION L0000281     VOLUME   439903.286 3767753.953 280.55
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LOCATION L0000282     VOLUME   439903.355 3767745.362 280.41
LOCATION L0000283     VOLUME   439903.423 3767736.772 280.26
LOCATION L0000284     VOLUME   439903.492 3767728.181 280.12
LOCATION L0000285     VOLUME   439903.561 3767719.591 279.98
LOCATION L0000286     VOLUME   439903.629 3767711.000 279.85
LOCATION L0000287     VOLUME   439903.698 3767702.410 279.71
LOCATION L0000288     VOLUME   439903.767 3767693.819 279.57
LOCATION L0000289     VOLUME   439903.835 3767685.229 279.43
LOCATION L0000290     VOLUME   439903.904 3767676.638 279.30
LOCATION L0000291     VOLUME   439903.973 3767668.047 279.16
LOCATION L0000292     VOLUME   439904.041 3767659.457 279.03
LOCATION L0000293     VOLUME   439904.110 3767650.866 278.89
LOCATION L0000294     VOLUME   439904.179 3767642.276 278.75
LOCATION L0000295     VOLUME   439904.248 3767633.685 278.62
LOCATION L0000296     VOLUME   439904.316 3767625.095 278.48
LOCATION L0000297     VOLUME   439904.385 3767616.504 278.34
LOCATION L0000298     VOLUME   439904.454 3767607.914 278.19
LOCATION L0000299     VOLUME   439904.522 3767599.323 278.05
LOCATION L0000300     VOLUME   439904.591 3767590.733 277.93
LOCATION L0000301     VOLUME   439904.660 3767582.142 277.81
LOCATION L0000302     VOLUME   439904.728 3767573.552 277.68
LOCATION L0000303     VOLUME   439904.797 3767564.961 277.56
LOCATION L0000304     VOLUME   439904.866 3767556.371 277.44
LOCATION L0000305     VOLUME   439904.934 3767547.780 277.32
LOCATION L0000306     VOLUME   439905.003 3767539.190 277.20
LOCATION L0000307     VOLUME   439905.072 3767530.599 277.08
LOCATION L0000308     VOLUME   439905.141 3767522.009 276.95
LOCATION L0000309     VOLUME   439905.209 3767513.418 276.82
LOCATION L0000310     VOLUME   439905.278 3767504.827 276.69
LOCATION L0000311     VOLUME   439905.347 3767496.237 276.58
LOCATION L0000312     VOLUME   439905.415 3767487.646 276.48
LOCATION L0000313     VOLUME   439905.484 3767479.056 276.37
LOCATION L0000314     VOLUME   439905.553 3767470.465 276.26
LOCATION L0000315     VOLUME   439905.621 3767461.875 276.15
LOCATION L0000316     VOLUME   439905.690 3767453.284 276.04
LOCATION L0000317     VOLUME   439905.759 3767444.694 275.93
LOCATION L0000318     VOLUME   439905.827 3767436.103 275.83
LOCATION L0000319     VOLUME   439905.896 3767427.513 275.72
LOCATION L0000320     VOLUME   439905.965 3767418.922 275.62
LOCATION L0000321     VOLUME   439906.034 3767410.332 275.52
LOCATION L0000322     VOLUME   439906.102 3767401.741 275.42
LOCATION L0000323     VOLUME   439906.171 3767393.151 275.32
LOCATION L0000324     VOLUME   439906.240 3767384.560 275.22
LOCATION L0000325     VOLUME   439906.308 3767375.970 275.13
LOCATION L0000326     VOLUME   439906.377 3767367.379 275.04
LOCATION L0000327     VOLUME   439906.446 3767358.789 274.95
LOCATION L0000328     VOLUME   439906.514 3767350.198 274.86
LOCATION L0000329     VOLUME   439906.583 3767341.608 274.74
LOCATION L0000330     VOLUME   439906.652 3767333.017 274.62
LOCATION L0000331     VOLUME   439906.720 3767324.426 274.51
LOCATION L0000332     VOLUME   439906.789 3767315.836 274.39
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   LOCATION L0000333     VOLUME   439906.858 3767307.245 274.26
   LOCATION L0000334     VOLUME   439906.927 3767298.655 274.14
   LOCATION L0000335     VOLUME   439906.995 3767290.064 274.02
   LOCATION L0000336     VOLUME   439907.064 3767281.474 273.93
   LOCATION L0000337     VOLUME   439907.133 3767272.883 273.84
   LOCATION L0000338     VOLUME   439907.201 3767264.293 273.76
** End of LINE VOLUME Source ID = SLINE4
** Source Parameters **
   SRCPARAM STCK1         5.45E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK2         5.45E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK3         5.45E-06     3.500   366.000  51.90000     0.100
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000001     0.00000005833      3.50      4.00      6.24
   SRCPARAM L0000002     0.00000005833      3.50      4.00      6.24
   SRCPARAM L0000003     0.00000005833      3.50      4.00      6.24
   SRCPARAM L0000004     0.00000005833      3.50      4.00      6.24
   SRCPARAM L0000005     0.00000005833      3.50      4.00      6.24
   SRCPARAM L0000006     0.00000005833      3.50      4.00      6.24
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE2
   SRCPARAM L0000013     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000014     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000015     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000016     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000017     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000018     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000019     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000020     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000021     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000022     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000023     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000024     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000025     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000026     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000027     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000028     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000029     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000030     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000031     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000032     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000033     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000034     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000035     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000036     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000037     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000038     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000039     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000040     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000041     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000042     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000043     0.00000002553      3.50      4.00      1.63
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   SRCPARAM L0000044     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000045     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000046     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000047     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000048     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000049     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000050     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000051     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000052     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000053     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000054     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000055     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000056     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000057     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000058     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000059     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000060     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000061     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000062     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000063     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000064     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000065     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000066     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000067     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000068     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000069     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000070     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000071     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000072     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000073     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000074     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000075     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000076     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000077     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000078     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000079     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000080     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000081     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000082     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000083     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000084     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000085     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000086     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000087     0.00000002553      3.50      4.00      1.63
   SRCPARAM L0000088     0.00000002553      3.50      4.00      1.63
** ------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE3
   SRCPARAM L0000169     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000170     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000171     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000172     0.00000001613      3.50      4.00      1.63
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SRCPARAM L0000173     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000174     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000175     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000176     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000177     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000178     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000179     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000180     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000181     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000182     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000183     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000184     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000185     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000186     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000187     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000188     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000189     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000190     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000191     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000192     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000193     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000194     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000195     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000196     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000197     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000198     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000199     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000200     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000201     0.00000001613      3.50      4.00      1.63
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SRCPARAM L0000208     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000209     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000210     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000211     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000212     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000213     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000214     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000215     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000216     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000217     0.00000001613      3.50      4.00      1.63
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SRCPARAM L0000219     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000220     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000221     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000222     0.00000001613      3.50      4.00      1.63
SRCPARAM L0000223     0.00000001613      3.50      4.00      1.63
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   SRCPARAM L0000224     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000225     0.00000001613      3.50      4.00      1.63
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   SRCPARAM L0000228     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000229     0.00000001613      3.50      4.00      1.63
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   SRCPARAM L0000233     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000234     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000235     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000236     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000237     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000238     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000239     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000240     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000241     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000242     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000243     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000244     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000245     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000246     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000247     0.00000001613      3.50      4.00      1.63
   SRCPARAM L0000248     0.00000001613      3.50      4.00      1.63
** ------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE4
   SRCPARAM L0000249     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000250     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000251     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000252     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000253     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000254     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000255     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000256     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000257     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000258     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000259     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000260     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000261     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000262     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000263     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000264     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000265     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000266     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000267     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000268     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000269     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000270     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000271     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000272     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000273     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000274     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000275     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000276     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000277     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000278     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000279     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000280     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000281     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000282     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000283     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000284     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000285     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000286     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000287     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000295     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000296     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000298     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000301     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000308     0.00000001611      3.50      4.00      1.63
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SRCPARAM L0000310     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000311     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000312     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000313     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000314     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000315     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000316     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000317     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000318     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000319     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000320     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000321     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000322     0.00000001611      3.50      4.00      1.63
SRCPARAM L0000323     0.00000001611      3.50      4.00      1.63
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   SRCPARAM L0000324     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000325     0.00000001611      3.50      4.00      1.63
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   SRCPARAM L0000327     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000328     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000329     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000330     0.00000001611      3.50      4.00      1.63
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   SRCPARAM L0000336     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000337     0.00000001611      3.50      4.00      1.63
   SRCPARAM L0000338     0.00000001611      3.50      4.00      1.63
** ------------------------------------------------------------------

** Building Downwash **
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1          13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2          13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK3           0.00     0.00    13.41    13.41    13.41    13.41
   BUILDHGT STCK3          13.41    13.41    13.41    13.41     0.00     0.00
   BUILDHGT STCK3           0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3           0.00     0.00    13.41    13.41    13.41     0.00
   BUILDHGT STCK3           0.00     0.00     0.00    13.41     0.00     0.00
   BUILDHGT STCK3           0.00     0.00     0.00     0.00     0.00     0.00

   BUILDWID STCK1         119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1          81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1         110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK1         119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1          81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1         110.38   118.15   122.33   122.80   119.54   112.98

   BUILDWID STCK2         119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2          81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK2         110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK2         119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2          81.37    64.40    50.25    68.38    85.11    99.25
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BUILDWID	STCK2	110.38	118.15	122.33	122.80	119.54	112.98
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	95.87
BUILDWID	STCK3	81.37	64.40	50.25	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	0.00
BUILDWID	STCK3	0.00	0.00	0.00	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	122.33
BUILDLEN	STCK3	122.80	119.54	112.98	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	-55.51	-73.77	-89.79	-103.08	-113.24	-119.95
XBADJ	STCK1	-123.03	-122.36	-117.98	-118.74	-115.89	-109.52
XBADJ	STCK1	-99.82	-87.09	-71.71	-54.16	-34.95	-14.69
XBADJ	STCK1	-12.87	-11.34	-9.46	-7.30	-4.91	-2.38
XBADJ	STCK1	0.23	2.83	5.00	-0.42	-5.83	-11.06
XBADJ	STCK1	-15.95	-20.36	-24.16	-27.21	-29.44	-35.56
XBADJ	STCK2	-44.38	-63.12	-79.93	-94.32	-105.84	-114.15
XBADJ	STCK2	-118.99	-120.21	-117.78	-120.50	-119.55	-114.98
XBADJ	STCK2	-106.91	-95.59	-81.36	-64.67	-46.01	-25.95
XBADJ	STCK2	-23.99	-21.99	-19.31	-16.05	-12.31	-8.18
XBADJ	STCK2	-3.81	0.67	4.80	1.34	-2.17	-5.60
XBADJ	STCK2	-8.87	-11.87	-14.50	-16.70	-18.39	-24.30
XBADJ	STCK3	0.00	0.00	-115.93	-131.72	-143.52	-150.95
XBADJ	STCK3	-153.80	-151.97	-145.53	-143.39	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	16.68	21.35	25.37	0.00
XBADJ	STCK3	0.00	0.00	0.00	24.23	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00

```
   YBADJ    STCK1           59.16    55.03    49.23    41.93    33.36    23.78
   YBADJ    STCK1           13.47     2.75   -10.44   -21.32   -31.21   -40.16
   YBADJ    STCK1          -47.89   -54.16   -58.79   -61.63   -62.59   -61.49
   YBADJ    STCK1          -59.16   -55.03   -49.23   -41.93   -33.36   -23.78
   YBADJ    STCK1          -13.47    -2.75    10.44    21.32    31.21    40.16
   YBADJ    STCK1           47.89    54.16    58.79    61.63    62.59    61.49

   YBADJ    STCK2           60.92    58.69    54.69    49.02    41.86    33.43
   YBADJ    STCK2           23.98    13.81     0.82   -10.19   -20.56   -30.31
   YBADJ    STCK2          -39.13   -46.77   -52.98   -57.59   -60.44   -61.29
   YBADJ    STCK2          -60.92   -58.69   -54.69   -49.02   -41.86   -33.43
   YBADJ    STCK2          -23.98   -13.81    -0.82    10.19    20.56    30.31
   YBADJ    STCK2           39.13    46.77    52.98    57.59    60.44    61.29

   YBADJ    STCK3            0.00     0.00    65.95    53.86    40.13    25.19
   YBADJ    STCK3            9.47    -6.52   -24.72   -40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK3            0.00     0.00   -65.95   -53.86   -40.13     0.00
   YBADJ    STCK3            0.00     0.00     0.00    40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19480 Belmont Sultana OY - 2023.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC"
   PROFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL"
   SURFDATA 3102 2012
   UAIRDATA 3190 2012
   PROFBASE 289.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
```

```
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19480 Belmont Sultana OY - 2023.AD\PE00GALL.PLT" 31
   SUMMFILE "19480 Belmont Sultana OY - 2023.sum"
OU FINISHED


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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
 ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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


 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                           ***        19:01:42
                                                                                                        PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

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

 **Model Uses URBAN Dispersion Algorithm for the SBL for   255 Source(s),
   for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

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

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

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    255 Source(s);       1 Source Group(s); and     453 Receptor(s)

              with:      3 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    252 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


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

**The AERMET Input Meteorological Data Version Date:  16216

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

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

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   289.00 ;  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 =      4.0 MB of RAM.
```

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

**Detailed Error/Message File:   19480 Belmont Sultana OY - 2023.err
**File for Summary of Results:   19480 Belmont Sultana OY - 2023.sum

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                   ***        19:01:42
                                                                                                              PAGE   2
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
```

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.54500E-05	440528.3	3768021.2	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK2	0	0.54500E-05	440528.2	3768009.9	282.9	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK3	0	0.54500E-05	440555.9	3768035.4	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	

```
*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                   ***        19:01:42
                                                                                                              PAGE   3
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.58330E-07	440536.6	3768007.2	282.9	3.50	4.00	6.24	YES	
L0000002	0	0.58330E-07	440536.6	3768015.8	283.0	3.50	4.00	6.24	YES	
L0000003	0	0.58330E-07	440541.1	3768021.9	283.0	3.50	4.00	6.24	YES	
L0000004	0	0.58330E-07	440549.6	3768022.9	283.0	3.50	4.00	6.24	YES	
L0000005	0	0.58330E-07	440555.9	3768027.2	283.0	3.50	4.00	6.24	YES	
L0000006	0	0.58330E-07	440556.7	3768035.6	283.1	3.50	4.00	6.24	YES	
L0000013	0	0.25530E-07	440551.7	3768047.1	283.2	3.50	4.00	1.63	YES	
L0000014	0	0.25530E-07	440543.1	3768047.1	283.3	3.50	4.00	1.63	YES	
L0000015	0	0.25530E-07	440534.5	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000016	0	0.25530E-07	440525.9	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000017	0	0.25530E-07	440517.3	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000018	0	0.25530E-07	440508.7	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000019	0	0.25530E-07	440500.1	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000020	0	0.25530E-07	440491.5	3768047.0	283.6	3.50	4.00	1.63	YES	

L0000021	0	0.25530E-07	440483.0	3768047.0	283.6	3.50	4.00	1.63	YES
L0000022	0	0.25530E-07	440474.4	3768047.0	283.6	3.50	4.00	1.63	YES
L0000023	0	0.25530E-07	440465.8	3768046.9	283.7	3.50	4.00	1.63	YES
L0000024	0	0.25530E-07	440457.2	3768046.9	283.7	3.50	4.00	1.63	YES
L0000025	0	0.25530E-07	440448.6	3768046.9	283.8	3.50	4.00	1.63	YES
L0000026	0	0.25530E-07	440440.0	3768046.9	283.8	3.50	4.00	1.63	YES
L0000027	0	0.25530E-07	440431.4	3768046.9	283.9	3.50	4.00	1.63	YES
L0000028	0	0.25530E-07	440422.8	3768046.9	283.9	3.50	4.00	1.63	YES
L0000029	0	0.25530E-07	440414.2	3768046.9	284.0	3.50	4.00	1.63	YES
L0000030	0	0.25530E-07	440405.6	3768046.9	284.0	3.50	4.00	1.63	YES
L0000031	0	0.25530E-07	440397.0	3768046.8	284.0	3.50	4.00	1.63	YES
L0000032	0	0.25530E-07	440388.5	3768046.8	283.9	3.50	4.00	1.63	YES
L0000033	0	0.25530E-07	440379.9	3768046.8	283.9	3.50	4.00	1.63	YES
L0000034	0	0.25530E-07	440371.3	3768046.8	284.0	3.50	4.00	1.63	YES
L0000035	0	0.25530E-07	440362.7	3768046.8	284.1	3.50	4.00	1.63	YES
L0000036	0	0.25530E-07	440354.1	3768046.8	284.1	3.50	4.00	1.63	YES
L0000037	0	0.25530E-07	440345.5	3768046.8	284.2	3.50	4.00	1.63	YES
L0000038	0	0.25530E-07	440336.9	3768046.8	284.2	3.50	4.00	1.63	YES
L0000039	0	0.25530E-07	440328.3	3768046.7	284.3	3.50	4.00	1.63	YES
L0000040	0	0.25530E-07	440319.7	3768046.7	284.3	3.50	4.00	1.63	YES
L0000041	0	0.25530E-07	440311.1	3768046.7	284.3	3.50	4.00	1.63	YES
L0000042	0	0.25530E-07	440302.5	3768046.7	284.3	3.50	4.00	1.63	YES
L0000043	0	0.25530E-07	440294.0	3768046.7	284.4	3.50	4.00	1.63	YES
L0000044	0	0.25530E-07	440285.4	3768046.7	284.4	3.50	4.00	1.63	YES
L0000045	0	0.25530E-07	440276.8	3768046.7	284.4	3.50	4.00	1.63	YES
L0000046	0	0.25530E-07	440268.2	3768046.6	284.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000047	0	0.25530E-07	440259.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000048	0	0.25530E-07	440251.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000049	0	0.25530E-07	440242.4	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000050	0	0.25530E-07	440233.8	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000051	0	0.25530E-07	440225.2	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000052	0	0.25530E-07	440216.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000053	0	0.25530E-07	440208.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000054	0	0.25530E-07	440199.5	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000055	0	0.25530E-07	440190.9	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000056	0	0.25530E-07	440182.3	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000057	0	0.25530E-07	440173.7	3768046.5	284.5	3.50	4.00	1.63	YES	

L0000058	0	0.25530E-07	440165.1	3768046.5	284.6	3.50	4.00	1.63	YES	
L0000059	0	0.25530E-07	440156.5	3768046.5	284.7	3.50	4.00	1.63	YES	
L0000060	0	0.25530E-07	440147.9	3768046.5	284.7	3.50	4.00	1.63	YES	
L0000061	0	0.25530E-07	440139.3	3768046.5	284.8	3.50	4.00	1.63	YES	
L0000062	0	0.25530E-07	440130.7	3768046.4	284.9	3.50	4.00	1.63	YES	
L0000063	0	0.25530E-07	440122.1	3768046.4	285.0	3.50	4.00	1.63	YES	
L0000064	0	0.25530E-07	440113.6	3768046.4	285.0	3.50	4.00	1.63	YES	
L0000065	0	0.25530E-07	440105.0	3768046.4	285.0	3.50	4.00	1.63	YES	
L0000066	0	0.25530E-07	440096.4	3768046.4	285.1	3.50	4.00	1.63	YES	
L0000067	0	0.25530E-07	440087.8	3768046.4	285.1	3.50	4.00	1.63	YES	
L0000068	0	0.25530E-07	440079.2	3768046.4	285.1	3.50	4.00	1.63	YES	
L0000069	0	0.25530E-07	440070.6	3768046.4	285.1	3.50	4.00	1.63	YES	
L0000070	0	0.25530E-07	440062.0	3768046.3	285.1	3.50	4.00	1.63	YES	
L0000071	0	0.25530E-07	440053.4	3768046.3	285.2	3.50	4.00	1.63	YES	
L0000072	0	0.25530E-07	440044.8	3768046.3	285.2	3.50	4.00	1.63	YES	
L0000073	0	0.25530E-07	440036.2	3768046.3	285.2	3.50	4.00	1.63	YES	
L0000074	0	0.25530E-07	440027.6	3768046.3	285.2	3.50	4.00	1.63	YES	
L0000075	0	0.25530E-07	440019.1	3768046.3	285.2	3.50	4.00	1.63	YES	
L0000076	0	0.25530E-07	440010.5	3768046.3	285.3	3.50	4.00	1.63	YES	
L0000077	0	0.25530E-07	440001.9	3768046.2	285.3	3.50	4.00	1.63	YES	
L0000078	0	0.25530E-07	439993.3	3768046.2	285.4	3.50	4.00	1.63	YES	
L0000079	0	0.25530E-07	439984.7	3768046.2	285.4	3.50	4.00	1.63	YES	
L0000080	0	0.25530E-07	439976.1	3768046.2	285.5	3.50	4.00	1.63	YES	
L0000081	0	0.25530E-07	439967.5	3768046.2	285.5	3.50	4.00	1.63	YES	
L0000082	0	0.25530E-07	439958.9	3768046.2	285.5	3.50	4.00	1.63	YES	
L0000083	0	0.25530E-07	439950.3	3768046.2	285.5	3.50	4.00	1.63	YES	
L0000084	0	0.25530E-07	439941.7	3768046.2	285.5	3.50	4.00	1.63	YES	
L0000085	0	0.25530E-07	439933.1	3768046.1	285.5	3.50	4.00	1.63	YES	
L0000086	0	0.25530E-07	439924.6	3768046.1	285.4	3.50	4.00	1.63	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000087	0	0.25530E-07	439916.0	3768046.1	285.4	3.50	4.00	1.63	YES	
L0000088	0	0.25530E-07	439907.4	3768046.1	285.3	3.50	4.00	1.63	YES	
L0000169	0	0.16130E-07	439929.9	3768065.1	285.8	3.50	4.00	1.63	YES	
L0000170	0	0.16130E-07	439929.9	3768073.7	285.9	3.50	4.00	1.63	YES	
L0000171	0	0.16130E-07	439929.9	3768082.3	286.0	3.50	4.00	1.63	YES	
L0000172	0	0.16130E-07	439929.9	3768090.9	286.2	3.50	4.00	1.63	YES	
L0000173	0	0.16130E-07	439929.8	3768099.5	286.3	3.50	4.00	1.63	YES	
L0000174	0	0.16130E-07	439929.8	3768108.1	286.4	3.50	4.00	1.63	YES	

L0000175	0	0.16130E-07	439929.8	3768116.7	286.6	3.50	4.00	1.63	YES
L0000176	0	0.16130E-07	439929.8	3768125.3	286.7	3.50	4.00	1.63	YES
L0000177	0	0.16130E-07	439929.8	3768133.9	286.9	3.50	4.00	1.63	YES
L0000178	0	0.16130E-07	439929.8	3768142.5	287.0	3.50	4.00	1.63	YES
L0000179	0	0.16130E-07	439929.7	3768151.0	287.1	3.50	4.00	1.63	YES
L0000180	0	0.16130E-07	439929.7	3768159.6	287.2	3.50	4.00	1.63	YES
L0000181	0	0.16130E-07	439929.7	3768168.2	287.4	3.50	4.00	1.63	YES
L0000182	0	0.16130E-07	439929.7	3768176.8	287.5	3.50	4.00	1.63	YES
L0000183	0	0.16130E-07	439929.7	3768185.4	287.6	3.50	4.00	1.63	YES
L0000184	0	0.16130E-07	439929.7	3768194.0	287.8	3.50	4.00	1.63	YES
L0000185	0	0.16130E-07	439929.6	3768202.6	287.9	3.50	4.00	1.63	YES
L0000186	0	0.16130E-07	439929.6	3768211.2	288.0	3.50	4.00	1.63	YES
L0000187	0	0.16130E-07	439929.6	3768219.8	288.1	3.50	4.00	1.63	YES
L0000188	0	0.16130E-07	439929.6	3768228.4	288.2	3.50	4.00	1.63	YES
L0000189	0	0.16130E-07	439929.6	3768237.0	288.4	3.50	4.00	1.63	YES
L0000190	0	0.16130E-07	439929.6	3768245.5	288.5	3.50	4.00	1.63	YES
L0000191	0	0.16130E-07	439929.6	3768254.1	288.6	3.50	4.00	1.63	YES
L0000192	0	0.16130E-07	439929.5	3768262.7	288.7	3.50	4.00	1.63	YES
L0000193	0	0.16130E-07	439929.5	3768271.3	288.8	3.50	4.00	1.63	YES
L0000194	0	0.16130E-07	439929.5	3768279.9	288.9	3.50	4.00	1.63	YES
L0000195	0	0.16130E-07	439929.5	3768288.5	289.1	3.50	4.00	1.63	YES
L0000196	0	0.16130E-07	439929.5	3768297.1	289.2	3.50	4.00	1.63	YES
L0000197	0	0.16130E-07	439929.5	3768305.7	289.3	3.50	4.00	1.63	YES
L0000198	0	0.16130E-07	439929.4	3768314.3	289.4	3.50	4.00	1.63	YES
L0000199	0	0.16130E-07	439929.4	3768322.9	289.5	3.50	4.00	1.63	YES
L0000200	0	0.16130E-07	439929.4	3768331.5	289.7	3.50	4.00	1.63	YES
L0000201	0	0.16130E-07	439929.4	3768340.0	289.8	3.50	4.00	1.63	YES
L0000202	0	0.16130E-07	439929.4	3768348.6	289.9	3.50	4.00	1.63	YES
L0000203	0	0.16130E-07	439929.4	3768357.2	290.0	3.50	4.00	1.63	YES
L0000204	0	0.16130E-07	439929.3	3768365.8	290.1	3.50	4.00	1.63	YES
L0000205	0	0.16130E-07	439929.3	3768374.4	290.3	3.50	4.00	1.63	YES
L0000206	0	0.16130E-07	439929.3	3768383.0	290.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000207	0	0.16130E-07	439929.3	3768391.6	290.6	3.50	4.00	1.63	YES	
L0000208	0	0.16130E-07	439929.3	3768400.2	290.7	3.50	4.00	1.63	YES	
L0000209	0	0.16130E-07	439929.3	3768408.8	290.9	3.50	4.00	1.63	YES	
L0000210	0	0.16130E-07	439929.3	3768417.4	291.1	3.50	4.00	1.63	YES	
L0000211	0	0.16130E-07	439929.2	3768425.9	291.2	3.50	4.00	1.63	YES	

L0000212	0	0.16130E-07	439929.2	3768434.5	291.4	3.50	4.00	1.63	YES
L0000213	0	0.16130E-07	439929.2	3768443.1	291.4	3.50	4.00	1.63	YES
L0000214	0	0.16130E-07	439929.2	3768451.7	291.5	3.50	4.00	1.63	YES
L0000215	0	0.16130E-07	439929.2	3768460.3	291.6	3.50	4.00	1.63	YES
L0000216	0	0.16130E-07	439929.2	3768468.9	291.7	3.50	4.00	1.63	YES
L0000217	0	0.16130E-07	439929.1	3768477.5	291.8	3.50	4.00	1.63	YES
L0000218	0	0.16130E-07	439929.1	3768486.1	291.9	3.50	4.00	1.63	YES
L0000219	0	0.16130E-07	439929.1	3768494.7	292.0	3.50	4.00	1.63	YES
L0000220	0	0.16130E-07	439929.1	3768503.3	292.1	3.50	4.00	1.63	YES
L0000221	0	0.16130E-07	439929.1	3768511.9	292.2	3.50	4.00	1.63	YES
L0000222	0	0.16130E-07	439929.1	3768520.4	292.3	3.50	4.00	1.63	YES
L0000223	0	0.16130E-07	439929.0	3768529.0	292.4	3.50	4.00	1.63	YES
L0000224	0	0.16130E-07	439929.0	3768537.6	292.5	3.50	4.00	1.63	YES
L0000225	0	0.16130E-07	439929.0	3768546.2	292.6	3.50	4.00	1.63	YES
L0000226	0	0.16130E-07	439929.0	3768554.8	292.7	3.50	4.00	1.63	YES
L0000227	0	0.16130E-07	439929.0	3768563.4	292.8	3.50	4.00	1.63	YES
L0000228	0	0.16130E-07	439929.0	3768572.0	292.9	3.50	4.00	1.63	YES
L0000229	0	0.16130E-07	439928.9	3768580.6	293.0	3.50	4.00	1.63	YES
L0000230	0	0.16130E-07	439928.9	3768589.2	293.1	3.50	4.00	1.63	YES
L0000231	0	0.16130E-07	439928.9	3768597.8	293.2	3.50	4.00	1.63	YES
L0000232	0	0.16130E-07	439928.9	3768606.4	293.3	3.50	4.00	1.63	YES
L0000233	0	0.16130E-07	439928.9	3768614.9	293.4	3.50	4.00	1.63	YES
L0000234	0	0.16130E-07	439928.9	3768623.5	293.5	3.50	4.00	1.63	YES
L0000235	0	0.16130E-07	439928.9	3768632.1	293.6	3.50	4.00	1.63	YES
L0000236	0	0.16130E-07	439928.8	3768640.7	293.7	3.50	4.00	1.63	YES
L0000237	0	0.16130E-07	439928.8	3768649.3	293.8	3.50	4.00	1.63	YES
L0000238	0	0.16130E-07	439928.8	3768657.9	293.9	3.50	4.00	1.63	YES
L0000239	0	0.16130E-07	439928.8	3768666.5	294.0	3.50	4.00	1.63	YES
L0000240	0	0.16130E-07	439928.8	3768675.1	294.2	3.50	4.00	1.63	YES
L0000241	0	0.16130E-07	439928.8	3768683.7	294.3	3.50	4.00	1.63	YES
L0000242	0	0.16130E-07	439928.7	3768692.3	294.4	3.50	4.00	1.63	YES
L0000243	0	0.16130E-07	439928.7	3768700.9	294.5	3.50	4.00	1.63	YES
L0000244	0	0.16130E-07	439928.7	3768709.4	294.6	3.50	4.00	1.63	YES
L0000245	0	0.16130E-07	439928.7	3768718.0	294.7	3.50	4.00	1.63	YES
L0000246	0	0.16130E-07	439928.7	3768726.6	294.9	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000247	0	0.16130E-07	439928.7	3768735.2	295.0	3.50	4.00	1.63	YES	
L0000248	0	0.16130E-07	439928.6	3768743.8	295.1	3.50	4.00	1.63	YES	

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L0000249         0   0.16110E-07  439901.1 3768028.8   285.0     3.50     4.00     1.63     YES
L0000250         0   0.16110E-07  439901.2 3768020.3   284.9     3.50     4.00     1.63     YES
L0000251         0   0.16110E-07  439901.2 3768011.7   284.8     3.50     4.00     1.63     YES
L0000252         0   0.16110E-07  439901.3 3768003.1   284.7     3.50     4.00     1.63     YES
L0000253         0   0.16110E-07  439901.4 3767994.5   284.5     3.50     4.00     1.63     YES
L0000254         0   0.16110E-07  439901.4 3767985.9   284.4     3.50     4.00     1.63     YES
L0000255         0   0.16110E-07  439901.5 3767977.3   284.3     3.50     4.00     1.63     YES
L0000256         0   0.16110E-07  439901.6 3767968.7   284.2     3.50     4.00     1.63     YES
L0000257         0   0.16110E-07  439901.6 3767960.1   284.0     3.50     4.00     1.63     YES
L0000258         0   0.16110E-07  439901.7 3767951.5   283.9     3.50     4.00     1.63     YES
L0000259         0   0.16110E-07  439901.8 3767942.9   283.8     3.50     4.00     1.63     YES
L0000260         0   0.16110E-07  439901.8 3767934.4   283.6     3.50     4.00     1.63     YES
L0000261         0   0.16110E-07  439901.9 3767925.8   283.5     3.50     4.00     1.63     YES
L0000262         0   0.16110E-07  439902.0 3767917.2   283.3     3.50     4.00     1.63     YES
L0000263         0   0.16110E-07  439902.0 3767908.6   283.2     3.50     4.00     1.63     YES
L0000264         0   0.16110E-07  439902.1 3767900.0   283.0     3.50     4.00     1.63     YES
L0000265         0   0.16110E-07  439902.2 3767891.4   282.9     3.50     4.00     1.63     YES
L0000266         0   0.16110E-07  439902.3 3767882.8   282.8     3.50     4.00     1.63     YES
L0000267         0   0.16110E-07  439902.3 3767874.2   282.6     3.50     4.00     1.63     YES
L0000268         0   0.16110E-07  439902.4 3767865.6   282.5     3.50     4.00     1.63     YES
L0000269         0   0.16110E-07  439902.5 3767857.0   282.3     3.50     4.00     1.63     YES
L0000270         0   0.16110E-07  439902.5 3767848.4   282.2     3.50     4.00     1.63     YES
L0000271         0   0.16110E-07  439902.6 3767839.9   282.0     3.50     4.00     1.63     YES
L0000272         0   0.16110E-07  439902.7 3767831.3   281.9     3.50     4.00     1.63     YES
L0000273         0   0.16110E-07  439902.7 3767822.7   281.8     3.50     4.00     1.63     YES
L0000274         0   0.16110E-07  439902.8 3767814.1   281.6     3.50     4.00     1.63     YES
L0000275         0   0.16110E-07  439902.9 3767805.5   281.4     3.50     4.00     1.63     YES
L0000276         0   0.16110E-07  439902.9 3767796.9   281.3     3.50     4.00     1.63     YES
L0000277         0   0.16110E-07  439903.0 3767788.3   281.1     3.50     4.00     1.63     YES
L0000278         0   0.16110E-07  439903.1 3767779.7   281.0     3.50     4.00     1.63     YES
L0000279         0   0.16110E-07  439903.1 3767771.1   280.8     3.50     4.00     1.63     YES
L0000280         0   0.16110E-07  439903.2 3767762.5   280.7     3.50     4.00     1.63     YES
L0000281         0   0.16110E-07  439903.3 3767754.0   280.6     3.50     4.00     1.63     YES
L0000282         0   0.16110E-07  439903.4 3767745.4   280.4     3.50     4.00     1.63     YES
L0000283         0   0.16110E-07  439903.4 3767736.8   280.3     3.50     4.00     1.63     YES
L0000284         0   0.16110E-07  439903.5 3767728.2   280.1     3.50     4.00     1.63     YES
L0000285         0   0.16110E-07  439903.6 3767719.6   280.0     3.50     4.00     1.63     YES
L0000286         0   0.16110E-07  439903.6 3767711.0   279.9     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                             ***        19:01:42
                                                                                                        PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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L0000287         0   0.16110E-07  439903.7 3767702.4   279.7     3.50     4.00     1.63     YES
L0000288         0   0.16110E-07  439903.8 3767693.8   279.6     3.50     4.00     1.63     YES
L0000289         0   0.16110E-07  439903.8 3767685.2   279.4     3.50     4.00     1.63     YES
L0000290         0   0.16110E-07  439903.9 3767676.6   279.3     3.50     4.00     1.63     YES
L0000291         0   0.16110E-07  439904.0 3767668.0   279.2     3.50     4.00     1.63     YES
L0000292         0   0.16110E-07  439904.0 3767659.5   279.0     3.50     4.00     1.63     YES
L0000293         0   0.16110E-07  439904.1 3767650.9   278.9     3.50     4.00     1.63     YES
L0000294         0   0.16110E-07  439904.2 3767642.3   278.8     3.50     4.00     1.63     YES
L0000295         0   0.16110E-07  439904.2 3767633.7   278.6     3.50     4.00     1.63     YES
L0000296         0   0.16110E-07  439904.3 3767625.1   278.5     3.50     4.00     1.63     YES
L0000297         0   0.16110E-07  439904.4 3767616.5   278.3     3.50     4.00     1.63     YES
L0000298         0   0.16110E-07  439904.5 3767607.9   278.2     3.50     4.00     1.63     YES
L0000299         0   0.16110E-07  439904.5 3767599.3   278.1     3.50     4.00     1.63     YES
L0000300         0   0.16110E-07  439904.6 3767590.7   277.9     3.50     4.00     1.63     YES
L0000301         0   0.16110E-07  439904.7 3767582.1   277.8     3.50     4.00     1.63     YES
L0000302         0   0.16110E-07  439904.7 3767573.6   277.7     3.50     4.00     1.63     YES
L0000303         0   0.16110E-07  439904.8 3767565.0   277.6     3.50     4.00     1.63     YES
L0000304         0   0.16110E-07  439904.9 3767556.4   277.4     3.50     4.00     1.63     YES
L0000305         0   0.16110E-07  439904.9 3767547.8   277.3     3.50     4.00     1.63     YES
L0000306         0   0.16110E-07  439905.0 3767539.2   277.2     3.50     4.00     1.63     YES
L0000307         0   0.16110E-07  439905.1 3767530.6   277.1     3.50     4.00     1.63     YES
L0000308         0   0.16110E-07  439905.1 3767522.0   276.9     3.50     4.00     1.63     YES
L0000309         0   0.16110E-07  439905.2 3767513.4   276.8     3.50     4.00     1.63     YES
L0000310         0   0.16110E-07  439905.3 3767504.8   276.7     3.50     4.00     1.63     YES
L0000311         0   0.16110E-07  439905.3 3767496.2   276.6     3.50     4.00     1.63     YES
L0000312         0   0.16110E-07  439905.4 3767487.6   276.5     3.50     4.00     1.63     YES
L0000313         0   0.16110E-07  439905.5 3767479.1   276.4     3.50     4.00     1.63     YES
L0000314         0   0.16110E-07  439905.6 3767470.5   276.3     3.50     4.00     1.63     YES
L0000315         0   0.16110E-07  439905.6 3767461.9   276.2     3.50     4.00     1.63     YES
L0000316         0   0.16110E-07  439905.7 3767453.3   276.0     3.50     4.00     1.63     YES
L0000317         0   0.16110E-07  439905.8 3767444.7   275.9     3.50     4.00     1.63     YES
L0000318         0   0.16110E-07  439905.8 3767436.1   275.8     3.50     4.00     1.63     YES
L0000319         0   0.16110E-07  439905.9 3767427.5   275.7     3.50     4.00     1.63     YES
L0000320         0   0.16110E-07  439906.0 3767418.9   275.6     3.50     4.00     1.63     YES
L0000321         0   0.16110E-07  439906.0 3767410.3   275.5     3.50     4.00     1.63     YES
L0000322         0   0.16110E-07  439906.1 3767401.7   275.4     3.50     4.00     1.63     YES
L0000323         0   0.16110E-07  439906.2 3767393.2   275.3     3.50     4.00     1.63     YES
L0000324         0   0.16110E-07  439906.2 3767384.6   275.2     3.50     4.00     1.63     YES
L0000325         0   0.16110E-07  439906.3 3767376.0   275.1     3.50     4.00     1.63     YES
L0000326         0   0.16110E-07  439906.4 3767367.4   275.0     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                             ***        19:01:42
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

            NUMBER EMISSION RATE                  BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
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SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0000327	0	0.16110E-07	439906.4	3767358.8	274.9	3.50	4.00	1.63	YES	
L0000328	0	0.16110E-07	439906.5	3767350.2	274.9	3.50	4.00	1.63	YES	
L0000329	0	0.16110E-07	439906.6	3767341.6	274.7	3.50	4.00	1.63	YES	
L0000330	0	0.16110E-07	439906.7	3767333.0	274.6	3.50	4.00	1.63	YES	
L0000331	0	0.16110E-07	439906.7	3767324.4	274.5	3.50	4.00	1.63	YES	
L0000332	0	0.16110E-07	439906.8	3767315.8	274.4	3.50	4.00	1.63	YES	
L0000333	0	0.16110E-07	439906.9	3767307.2	274.3	3.50	4.00	1.63	YES	
L0000334	0	0.16110E-07	439906.9	3767298.7	274.1	3.50	4.00	1.63	YES	
L0000335	0	0.16110E-07	439907.0	3767290.1	274.0	3.50	4.00	1.63	YES	
L0000336	0	0.16110E-07	439907.1	3767281.5	273.9	3.50	4.00	1.63	YES	
L0000337	0	0.16110E-07	439907.1	3767272.9	273.8	3.50	4.00	1.63	YES	
L0000338	0	0.16110E-07	439907.2	3767264.3	273.8	3.50	4.00	1.63	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	STCK1 , STCK2 , STCK3 , L0000001 , L0000002 , L0000003 , L0000004 , L0000005 ,
	L0000006 , L0000013 , L0000014 , L0000015 , L0000016 , L0000017 , L0000018 , L0000019 ,
	L0000020 , L0000021 , L0000022 , L0000023 , L0000024 , L0000025 , L0000026 , L0000027 ,
	L0000028 , L0000029 , L0000030 , L0000031 , L0000032 , L0000033 , L0000034 , L0000035 ,
	L0000036 , L0000037 , L0000038 , L0000039 , L0000040 , L0000041 , L0000042 , L0000043 ,
	L0000044 , L0000045 , L0000046 , L0000047 , L0000048 , L0000049 , L0000050 , L0000051 ,
	L0000052 , L0000053 , L0000054 , L0000055 , L0000056 , L0000057 , L0000058 , L0000059 ,
	L0000060 , L0000061 , L0000062 , L0000063 , L0000064 , L0000065 , L0000066 , L0000067 ,
	L0000068 , L0000069 , L0000070 , L0000071 , L0000072 , L0000073 , L0000074 , L0000075 ,
	L0000076 , L0000077 , L0000078 , L0000079 , L0000080 , L0000081 , L0000082 , L0000083 ,
	L0000084 , L0000085 , L0000086 , L0000087 , L0000088 , L0000169 , L0000170 , L0000171 ,

L0000172 , L0000173 , L0000174 , L0000175 , L0000176 , L0000177 , L0000178 , L0000179 ,

L0000180 , L0000181 , L0000182 , L0000183 , L0000184 , L0000185 , L0000186 , L0000187 ,

L0000188 , L0000189 , L0000190 , L0000191 , L0000192 , L0000193 , L0000194 , L0000195 ,

L0000196 , L0000197 , L0000198 , L0000199 , L0000200 , L0000201 , L0000202 , L0000203 ,

L0000204 , L0000205 , L0000206 , L0000207 , L0000208 , L0000209 , L0000210 , L0000211 ,

L0000212 , L0000213 , L0000214 , L0000215 , L0000216 , L0000217 , L0000218 , L0000219 ,

L0000220 , L0000221 , L0000222 , L0000223 , L0000224 , L0000225 , L0000226 , L0000227 ,

L0000228 , L0000229 , L0000230 , L0000231 , L0000232 , L0000233 , L0000234 , L0000235 ,

L0000236 , L0000237 , L0000238 , L0000239 , L0000240 , L0000241 , L0000242 , L0000243 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

L0000244 , L0000245 , L0000246 , L0000247 , L0000248 , L0000249 , L0000250 , L0000251 ,

L0000252 , L0000253 , L0000254 , L0000255 , L0000256 , L0000257 , L0000258 , L0000259 ,

L0000260 , L0000261 , L0000262 , L0000263 , L0000264 , L0000265 , L0000266 , L0000267 ,

L0000268 , L0000269 , L0000270 , L0000271 , L0000272 , L0000273 , L0000274 , L0000275 ,

L0000276 , L0000277 , L0000278 , L0000279 , L0000280 , L0000281 , L0000282 , L0000283 ,

L0000284 , L0000285 , L0000286 , L0000287 , L0000288 , L0000289 , L0000290 , L0000291 ,

L0000292 , L0000293 , L0000294 , L0000295 , L0000296 , L0000297 , L0000298 , L0000299 ,

L0000300 , L0000301 , L0000302 , L0000303 , L0000304 , L0000305 , L0000306 , L0000307 ,

L0000308 , L0000309 , L0000310 , L0000311 , L0000312 , L0000313 , L0000314 , L0000315 ,

L0000316 , L0000317 , L0000318 , L0000319 , L0000320 , L0000321 , L0000322 , L0000323 ,

L0000324 , L0000325 , L0000326 , L0000327 , L0000328 , L0000329 , L0000330 , L0000331 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs
	2035210.	STCK1 , STCK2 , STCK3 , L0000001 , L0000002 , L0000003 , L0000004 , L0000005 ,
		L0000006 , L0000013 , L0000014 , L0000015 , L0000016 , L0000017 , L0000018 , L0000019 ,
		L0000020 , L0000021 , L0000022 , L0000023 , L0000024 , L0000025 , L0000026 , L0000027 ,
		L0000028 , L0000029 , L0000030 , L0000031 , L0000032 , L0000033 , L0000034 , L0000035 ,
		L0000036 , L0000037 , L0000038 , L0000039 , L0000040 , L0000041 , L0000042 , L0000043 ,
		L0000044 , L0000045 , L0000046 , L0000047 , L0000048 , L0000049 , L0000050 , L0000051 ,
		L0000052 , L0000053 , L0000054 , L0000055 , L0000056 , L0000057 , L0000058 , L0000059 ,
		L0000060 , L0000061 , L0000062 , L0000063 , L0000064 , L0000065 , L0000066 , L0000067 ,
		L0000068 , L0000069 , L0000070 , L0000071 , L0000072 , L0000073 , L0000074 , L0000075 ,
		L0000076 , L0000077 , L0000078 , L0000079 , L0000080 , L0000081 , L0000082 , L0000083 ,
		L0000084 , L0000085 , L0000086 , L0000087 , L0000088 , L0000169 , L0000170 , L0000171 ,
		L0000172 , L0000173 , L0000174 , L0000175 , L0000176 , L0000177 , L0000178 , L0000179 ,
		L0000180 , L0000181 , L0000182 , L0000183 , L0000184 , L0000185 , L0000186 , L0000187 ,
		L0000188 , L0000189 , L0000190 , L0000191 , L0000192 , L0000193 , L0000194 , L0000195 ,
		L0000196 , L0000197 , L0000198 , L0000199 , L0000200 , L0000201 , L0000202 , L0000203 ,
		L0000204 , L0000205 , L0000206 , L0000207 , L0000208 , L0000209 , L0000210 , L0000211 ,
		L0000212 , L0000213 , L0000214 , L0000215 , L0000216 , L0000217 , L0000218 , L0000219 ,
		L0000220 , L0000221 , L0000222 , L0000223 , L0000224 , L0000225 , L0000226 , L0000227 ,

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           L0000228    , L0000229    , L0000230    , L0000231    , L0000232    , L0000233    , L0000234    , L0000235    ,

           L0000236    , L0000237    , L0000238    , L0000239    , L0000240    , L0000241    , L0000242    , L0000243    ,

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                             ***        19:01:42
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

 URBAN ID   URBAN POP                              SOURCE IDs
 --------   ---------                              ----------

           L0000244    , L0000245    , L0000246    , L0000247    , L0000248    , L0000249    , L0000250    , L0000251    ,

           L0000252    , L0000253    , L0000254    , L0000255    , L0000256    , L0000257    , L0000258    , L0000259    ,

           L0000260    , L0000261    , L0000262    , L0000263    , L0000264    , L0000265    , L0000266    , L0000267    ,

           L0000268    , L0000269    , L0000270    , L0000271    , L0000272    , L0000273    , L0000274    , L0000275    ,

           L0000276    , L0000277    , L0000278    , L0000279    , L0000280    , L0000281    , L0000282    , L0000283    ,

           L0000284    , L0000285    , L0000286    , L0000287    , L0000288    , L0000289    , L0000290    , L0000291    ,

           L0000292    , L0000293    , L0000294    , L0000295    , L0000296    , L0000297    , L0000298    , L0000299    ,

           L0000300    , L0000301    , L0000302    , L0000303    , L0000304    , L0000305    , L0000306    , L0000307    ,

           L0000308    , L0000309    , L0000310    , L0000311    , L0000312    , L0000313    , L0000314    , L0000315    ,

           L0000316    , L0000317    , L0000318    , L0000319    , L0000320    , L0000321    , L0000322    , L0000323    ,

           L0000324    , L0000325    , L0000326    , L0000327    , L0000328    , L0000329    , L0000330    , L0000331    ,

           L0000332    , L0000333    , L0000334    , L0000335    , L0000336    , L0000337    , L0000338    ,

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                             ***        19:01:42
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                    *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***


SOURCE ID: STCK1
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
```

1	13.4,	119.2,	68.4,	-55.5,	59.2,	2	13.4,	121.7,	85.1,	-73.8,	55.0,
3	13.4,	120.6,	99.2,	-89.8,	49.2,	4	13.4,	115.8,	110.4,	-103.1,	41.9,
5	13.4,	107.5,	118.1,	-113.2,	33.4,	6	13.4,	95.9,	122.3,	-120.0,	23.8,
7	13.4,	81.4,	122.8,	-123.0,	13.5,	8	13.4,	64.4,	119.5,	-122.4,	2.8,
9	13.4,	50.2,	113.0,	-118.0,	-10.4,	10	13.4,	68.4,	119.2,	-118.7,	-21.3,
11	13.4,	85.1,	121.7,	-115.9,	-31.2,	12	13.4,	99.2,	120.6,	-109.5,	-40.2,
13	13.4,	110.4,	115.8,	-99.8,	-47.9,	14	13.4,	118.1,	107.5,	-87.1,	-54.2,
15	13.4,	122.3,	95.9,	-71.7,	-58.8,	16	13.4,	122.8,	81.4,	-54.2,	-61.6,
17	13.4,	119.5,	64.4,	-34.9,	-62.6,	18	13.4,	113.0,	50.2,	-14.7,	-61.5,
19	13.4,	119.2,	68.4,	-12.9,	-59.2,	20	13.4,	121.7,	85.1,	-11.3,	-55.0,
21	13.4,	120.6,	99.2,	-9.5,	-49.2,	22	13.4,	115.8,	110.4,	-7.3,	-41.9,
23	13.4,	107.5,	118.1,	-4.9,	-33.4,	24	13.4,	95.9,	122.3,	-2.4,	-23.8,
25	13.4,	81.4,	122.8,	0.2,	-13.5,	26	13.4,	64.4,	119.5,	2.8,	-2.8,
27	13.4,	50.2,	113.0,	5.0,	10.4,	28	13.4,	68.4,	119.2,	-0.4,	21.3,
29	13.4,	85.1,	121.7,	-5.8,	31.2,	30	13.4,	99.2,	120.6,	-11.1,	40.2,
31	13.4,	110.4,	115.8,	-16.0,	47.9,	32	13.4,	118.1,	107.5,	-20.4,	54.2,
33	13.4,	122.3,	95.9,	-24.2,	58.8,	34	13.4,	122.8,	81.4,	-27.2,	61.6,
35	13.4,	119.5,	64.4,	-29.4,	62.6,	36	13.4,	113.0,	50.2,	-35.6,	61.5,

SOURCE ID: STCK2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	13.4,	119.2,	68.4,	-44.4,	60.9,	2	13.4,	121.7,	85.1,	-63.1,	58.7,
3	13.4,	120.6,	99.2,	-79.9,	54.7,	4	13.4,	115.8,	110.4,	-94.3,	49.0,
5	13.4,	107.5,	118.1,	-105.8,	41.9,	6	13.4,	95.9,	122.3,	-114.1,	33.4,
7	13.4,	81.4,	122.8,	-119.0,	24.0,	8	13.4,	64.4,	119.5,	-120.2,	13.8,
9	13.4,	50.2,	113.0,	-117.8,	0.8,	10	13.4,	68.4,	119.2,	-120.5,	-10.2,
11	13.4,	85.1,	121.7,	-119.5,	-20.6,	12	13.4,	99.2,	120.6,	-115.0,	-30.3,
13	13.4,	110.4,	115.8,	-106.9,	-39.1,	14	13.4,	118.1,	107.5,	-95.6,	-46.8,
15	13.4,	122.3,	95.9,	-81.4,	-53.0,	16	13.4,	122.8,	81.4,	-64.7,	-57.6,
17	13.4,	119.5,	64.4,	-46.0,	-60.4,	18	13.4,	113.0,	50.2,	-25.9,	-61.3,
19	13.4,	119.2,	68.4,	-24.0,	-60.9,	20	13.4,	121.7,	85.1,	-22.0,	-58.7,
21	13.4,	120.6,	99.2,	-19.3,	-54.7,	22	13.4,	115.8,	110.4,	-16.1,	-49.0,
23	13.4,	107.5,	118.1,	-12.3,	-41.9,	24	13.4,	95.9,	122.3,	-8.2,	-33.4,
25	13.4,	81.4,	122.8,	-3.8,	-24.0,	26	13.4,	64.4,	119.5,	0.7,	-13.8,
27	13.4,	50.2,	113.0,	4.8,	-0.8,	28	13.4,	68.4,	119.2,	1.3,	10.2,
29	13.4,	85.1,	121.7,	-2.2,	20.6,	30	13.4,	99.2,	120.6,	-5.6,	30.3,
31	13.4,	110.4,	115.8,	-8.9,	39.1,	32	13.4,	118.1,	107.5,	-11.9,	46.8,
33	13.4,	122.3,	95.9,	-14.5,	53.0,	34	13.4,	122.8,	81.4,	-16.7,	57.6,
35	13.4,	119.5,	64.4,	-18.4,	60.4,	36	13.4,	113.0,	50.2,	-24.3,	61.3,

SOURCE ID: STCK3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	13.4,	120.6,	99.2,	-115.9,	66.0,	4	13.4,	115.8,	110.4,	-131.7,	53.9,
5	13.4,	107.5,	118.1,	-143.5,	40.1,	6	13.4,	95.9,	122.3,	-151.0,	25.2,
7	13.4,	81.4,	122.8,	-153.8,	9.5,	8	13.4,	64.4,	119.5,	-152.0,	-6.5,
9	13.4,	50.2,	113.0,	-145.5,	-24.7,	10	13.4,	68.4,	119.2,	-143.4,	-40.2,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,

15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	13.4,	120.6,	99.2,	16.7,	-66.0,	22	13.4,	115.8,	110.4,	21.4,	-53.9,
23	13.4,	107.5,	118.1,	25.4,	-40.1,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	13.4,	68.4,	119.2,	24.2,	40.2,
29	0.0,	0.0,	0.0,	0.0,	0.0,	30	0.0,	0.0,	0.0,	0.0,	0.0,
31	0.0,	0.0,	0.0,	0.0,	0.0,	32	0.0,	0.0,	0.0,	0.0,	0.0,
33	0.0,	0.0,	0.0,	0.0,	0.0,	34	0.0,	0.0,	0.0,	0.0,	0.0,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

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

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

439801.6, 439866.6, 439931.6, 439996.6, 440061.6, 440126.6, 440191.6, 440256.6, 440321.6, 440386.6,
440451.6, 440516.6, 440581.6, 440646.6, 440711.6, 440776.6, 440841.6, 440906.6, 440971.6, 441036.6,
441101.6,

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

3767366.7, 3767431.7, 3767496.7, 3767561.7, 3767626.7, 3767691.7, 3767756.7, 3767821.7, 3767886.7, 3767951.7,
3768016.7, 3768081.7, 3768146.7, 3768211.7, 3768276.7, 3768341.7, 3768406.7, 3768471.7, 3768536.7, 3768601.7,
3768666.7,

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 439801.57	439866.57	439931.57	439996.57	440061.57	440126.57	440191.57	440256.57	440321.57
3768666.66	294.50	294.40	294.00	293.70	293.50	293.40	292.90	292.60	292.60
3768601.66	293.50	293.70	293.20	293.00	292.60	292.50	292.10	291.60	291.70

3768536.66	292.50	292.60	292.50	292.20	291.90	291.50	291.10	290.80	290.70
3768471.66	291.90	292.00	291.70	291.60	291.00	290.70	290.30	290.10	290.00
3768406.66	290.80	290.90	290.80	290.60	290.20	289.80	289.60	289.40	289.20
3768341.66	289.60	290.10	289.80	289.50	289.30	288.60	288.60	288.30	288.10
3768276.66	288.80	288.90	288.90	288.70	288.30	287.80	287.60	287.40	287.30
3768211.66	287.70	288.00	288.00	287.70	287.70	286.70	286.70	286.70	286.50
3768146.66	286.70	286.80	287.00	286.80	286.70	285.90	285.60	285.70	285.60
3768081.66	285.90	286.10	286.00	285.80	285.70	285.50	284.90	285.00	284.80
3768016.66	285.00	284.80	285.00	284.80	284.90	284.70	284.10	283.90	283.90
3767951.66	284.30	284.00	283.90	283.80	284.00	284.10	283.50	283.20	283.10
3767886.66	283.30	282.90	282.90	282.80	283.00	283.00	282.90	282.00	281.90
3767821.66	282.30	281.80	281.70	281.70	282.20	281.80	281.80	281.30	281.00
3767756.66	281.00	280.70	280.70	280.90	281.20	280.80	280.40	280.30	280.30
3767691.66	279.90	279.70	279.60	279.80	280.40	279.90	278.90	278.90	279.20
3767626.66	278.90	278.70	278.50	278.80	279.40	279.20	278.10	278.00	278.00
3767561.66	278.10	277.60	277.50	277.80	278.20	278.40	277.50	277.30	277.30
3767496.66	277.00	276.70	276.60	276.90	276.80	276.80	276.80	276.60	276.60
3767431.66	276.00	275.90	275.70	275.80	275.60	275.50	275.90	275.70	275.80
3767366.66	275.10	275.30	274.90	275.00	275.10	275.20	274.90	275.00	275.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	292.80	292.80	292.60	292.50	292.10	292.70	293.00	292.60	292.10
3768601.66	291.90	291.70	291.70	291.70	291.70	292.20	292.30	291.90	290.80
3768536.66	290.80	290.60	290.70	290.80	290.80	290.80	291.00	291.10	290.70
3768471.66	290.00	289.80	289.60	289.70	289.80	289.80	290.10	290.10	289.90
3768406.66	289.00	288.80	288.70	288.70	288.70	288.80	288.80	289.00	289.00
3768341.66	287.90	288.00	287.80	287.50	287.70	287.70	287.60	287.70	287.90
3768276.66	287.00	286.90	286.70	286.70	286.70	286.80	286.80	286.90	287.10
3768211.66	286.30	286.00	285.80	285.70	285.70	285.60	285.60	285.90	285.90
3768146.66	285.40	285.20	284.90	284.50	284.70	284.60	284.60	284.90	285.00
3768081.66	284.50	284.30	284.10	283.40	283.60	283.70	283.60	283.80	283.80
3768016.66	283.50	283.30	283.10	282.50	282.40	282.50	282.60	282.80	282.70
3767951.66	282.80	282.40	282.10	281.80	281.30	281.30	281.60	281.60	281.50
3767886.66	281.90	281.50	281.10	280.90	280.20	280.20	280.60	280.60	280.60
3767821.66	280.80	280.60	280.60	280.30	279.50	279.50	279.60	279.50	279.50
3767756.66	279.90	279.60	279.80	279.60	278.90	278.70	278.60	279.00	279.10
3767691.66	279.00	278.60	278.90	278.90	278.20	277.90	277.90	277.90	278.00
3767626.66	278.20	277.60	278.10	278.10	277.70	277.10	277.00	277.10	277.70
3767561.66	277.30	276.70	277.10	277.20	277.50	276.70	276.10	275.90	275.90

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 3767496.66 |       276.40       275.70       276.10       276.50       276.10       275.90       275.40       275.60       275.50
 3767431.66 |       275.50       274.80       275.30       275.80       275.30       275.30       274.70       274.00       274.00
 3767366.66 |       274.90       274.10       274.60       275.00       274.90       274.70       273.90       273.40       273.30

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                             ***        19:01:42
                                                                                                                        PAGE  18
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * ELEVATION HEIGHTS IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     440971.57    441036.57    441101.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       291.90       292.10       292.80
 3768601.66 |       290.60       291.10       291.50
 3768536.66 |       290.40       290.20       290.20
 3768471.66 |       289.70       289.20       289.10
 3768406.66 |       288.60       288.50       288.20
 3768341.66 |       287.30       286.90       287.00
 3768276.66 |       286.30       285.90       285.90
 3768211.66 |       285.40       285.20       285.00
 3768146.66 |       284.70       284.20       284.00
 3768081.66 |       284.00       283.50       283.50
 3768016.66 |       282.80       282.70       282.50
 3767951.66 |       281.80       281.90       281.70
 3767886.66 |       280.80       281.10       280.70
 3767821.66 |       279.60       280.00       279.80
 3767756.66 |       279.20       279.10       278.90
 3767691.66 |       278.10       278.10       277.80
 3767626.66 |       277.50       277.60       277.50
 3767561.66 |       275.90       275.90       276.30
 3767496.66 |       275.80       275.60       275.50
 3767431.66 |       274.70       274.50       274.60
 3767366.66 |       273.70       273.50       273.60

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                             ***        19:01:42
                                                                                                                        PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * HILL HEIGHT SCALES IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440971.57	441036.57	441101.57
3768666.66	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

```
( 440602.1, 3768013.6,     282.4,    3067.0,       0.0);        ( 440606.9, 3768072.1,     283.2,    3067.0,       0.0);
( 440528.0, 3767956.8,     282.1,    3067.0,       0.0);        ( 440393.1, 3767943.9,     282.7,    3067.0,       0.0);
( 440355.1, 3768069.8,     284.4,    3067.0,       0.0);        ( 440349.3, 3768032.1,     284.0,    3067.0,       0.0);
( 439859.8, 3768065.2,     285.8,    3067.0,       0.0);        ( 439954.8, 3768030.0,     285.3,    3067.0,       0.0);
( 439874.8, 3768029.3,     284.9,    3067.0,       0.0);        ( 439885.3, 3767904.7,     283.1,    3067.0,       0.0);
( 439876.8, 3767460.2,     276.2,    3067.0,       0.0);        ( 439948.7, 3768350.1,     289.9,    3067.0,       0.0);

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                  ***       02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                           ***       19:01:42
                                                                                                                        PAGE  23
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                      LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                          SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                            ID            XR (METERS)   YR (METERS)         (METERS)
                        - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0000170            439931.6     3768081.7            -0.49
                         L0000171            439931.6     3768081.7            -6.78
                         L0000172            439931.6     3768081.7             0.81
                         L0000178            439931.6     3768146.7            -4.02
                         L0000179            439931.6     3768146.7            -3.85
                         L0000185            439931.6     3768211.7             0.67
                         L0000186            439931.6     3768211.7            -6.60
                         L0000187            439931.6     3768211.7            -0.26
                         L0000193            439931.6     3768276.7            -2.88
                         L0000194            439931.6     3768276.7            -4.75
                         L0000201            439931.6     3768341.7            -5.89
                         L0000202            439931.6     3768341.7            -1.29
                         L0000208            439931.6     3768406.7            -1.73
                         L0000209            439931.6     3768406.7            -5.48
                         L0000216            439931.6     3768471.7            -4.94
                         L0000217            439931.6     3768471.7            -2.28
                         L0000223            439931.6     3768536.7            -0.57
                         L0000224            439931.6     3768536.7            -5.88
                         L0000231            439931.6     3768601.7            -3.89
                         L0000232            439931.6     3768601.7            -3.20
                         L0000238            439931.6     3768666.7             0.58
                         L0000239            439931.6     3768666.7            -5.81
                         L0000240            439931.6     3768666.7             0.27

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                  ***       02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                           ***       19:01:42
                                                                                                                        PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

```
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 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,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

Surface file: E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-16.4	0.171	-9.000	-9.000	-999.	170.	32.3	0.09	1.12	1.00	2.03	43.	7.9	285.9	2.0
12	01	01	1	02	-18.8	0.194	-9.000	-9.000	-999.	205.	41.3	0.09	1.12	1.00	2.28	34.	7.9	285.4	2.0
12	01	01	1	03	-17.8	0.182	-9.000	-9.000	-999.	187.	36.5	0.09	1.12	1.00	2.15	24.	7.9	282.0	2.0
12	01	01	1	04	-9.4	0.128	-9.000	-9.000	-999.	110.	19.6	0.09	1.12	1.00	1.55	41.	7.9	283.1	2.0
12	01	01	1	05	-16.9	0.173	-9.000	-9.000	-999.	173.	33.0	0.09	1.12	1.00	2.05	39.	7.9	280.4	2.0
12	01	01	1	06	-8.0	0.117	-9.000	-9.000	-999.	97.	17.8	0.09	1.12	1.00	1.43	21.	7.9	282.0	2.0
12	01	01	1	07	-7.6	0.115	-9.000	-9.000	-999.	93.	17.4	0.09	1.12	1.00	1.40	31.	7.9	282.5	2.0
12	01	01	1	08	-13.6	0.184	-9.000	-9.000	-999.	190.	40.5	0.09	1.12	0.54	2.16	34.	7.9	284.2	2.0
12	01	01	1	09	28.4	0.126	0.300	0.011	33.	108.	-6.2	0.09	1.12	0.32	1.03	29.	7.9	289.2	2.0
12	01	01	1	10	79.8	0.133	0.607	0.010	99.	116.	-2.6	0.09	1.12	0.25	0.94	173.	7.9	292.5	2.0
12	01	01	1	11	115.8	0.137	0.932	0.006	246.	121.	-2.0	0.09	1.12	0.22	0.92	172.	7.9	295.4	2.0
12	01	01	1	12	133.7	0.139	1.197	0.005	453.	125.	-1.8	0.09	1.12	0.21	0.92	146.	7.9	297.5	2.0
12	01	01	1	13	133.2	0.160	1.354	0.005	657.	153.	-2.7	0.09	1.12	0.21	1.14	117.	7.9	299.9	2.0
12	01	01	1	14	113.5	0.159	1.454	0.005	955.	151.	-3.1	0.09	1.12	0.23	1.16	285.	7.9	300.9	2.0

```
12 01 01   1 15   76.2  0.166  1.350  0.005 1138.  163.     -5.3  0.09   1.12   0.26    1.33   72.    7.9  302.0    2.0
12 01 01   1 16   23.5  0.175  0.925  0.005 1183.  175.    -19.9  0.09   1.12   0.35    1.65  107.    7.9  301.4    2.0
12 01 01   1 17   -6.1  0.107 -9.000 -9.000 -999.   86.     18.0  0.09   1.12   0.63    1.31  107.    7.9  298.1    2.0
12 01 01   1 18  -11.1  0.141 -9.000 -9.000 -999.  127.     22.1  0.09   1.12   1.00    1.69   86.    7.9  293.1    2.0
12 01 01   1 19   -3.2  0.076 -9.000 -9.000 -999.   51.     11.8  0.09   1.12   1.00    0.91   64.    7.9  292.0    2.0
12 01 01   1 20   -2.3  0.066 -9.000 -9.000 -999.   41.     11.2  0.09   1.12   1.00    0.74   73.    7.9  288.8    2.0
12 01 01   1 21  -10.0  0.133 -9.000 -9.000 -999.  116.     20.5  0.09   1.12   1.00    1.60   14.    7.9  288.1    2.0
12 01 01   1 22  -19.4  0.201 -9.000 -9.000 -999.  216.     44.5  0.09   1.12   1.00    2.36   22.    7.9  287.5    2.0
12 01 01   1 23  -23.7  0.246 -9.000 -9.000 -999.  293.     66.5  0.09   1.12   1.00    2.86   40.    7.9  287.0    2.0
12 01 01   1 24  -12.3  0.147 -9.000 -9.000 -999.  139.     23.8  0.09   1.12   1.00    1.76   40.    7.9  283.8    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   43.    2.03   286.0   99.0  -99.00  -99.00

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

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                                             ***        19:01:42
                                                                                                                        PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     STCK1       , STCK2       , STCK3       , L0000001    , L0000002    ,
                 L0000003    , L0000004    , L0000005    , L0000006    , L0000013    , L0000014    , L0000015    , L0000016    ,
                 L0000017    , L0000018    , L0000019    , L0000020    , L0000021    , L0000022    , L0000023    , L0000024    ,
                 L0000025    , L0000026    , L0000027    , L0000028    , L0000029    , L0000030    , L0000031    ,  . . .      ,

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

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       0.00003      0.00005      0.00010      0.00008      0.00005      0.00004      0.00004      0.00004      0.00004
 3768601.66 |       0.00004      0.00006      0.00012      0.00008      0.00006      0.00005      0.00005      0.00004      0.00004
 3768536.66 |       0.00004      0.00006      0.00013      0.00009      0.00006      0.00006      0.00005      0.00005      0.00005
 3768471.66 |       0.00004      0.00007      0.00013      0.00009      0.00007      0.00006      0.00006      0.00006      0.00006
 3768406.66 |       0.00005      0.00007      0.00014      0.00010      0.00008      0.00007      0.00007      0.00007      0.00007
 3768341.66 |       0.00005      0.00008      0.00015      0.00011      0.00008      0.00008      0.00008      0.00008      0.00009
 3768276.66 |       0.00006      0.00008      0.00015      0.00012      0.00010      0.00009      0.00010      0.00010      0.00011
 3768211.66 |       0.00006      0.00009      0.00015      0.00013      0.00011      0.00011      0.00012      0.00013      0.00015
 3768146.66 |       0.00007      0.00010      0.00018      0.00015      0.00015      0.00015      0.00017      0.00018      0.00021
 3768081.66 |       0.00007      0.00011      0.00020      0.00024      0.00025      0.00027      0.00029      0.00032      0.00035
 3768016.66 |       0.00008      0.00014      0.00025      0.00024      0.00025      0.00027      0.00029      0.00033      0.00041
 3767951.66 |       0.00008      0.00014      0.00020      0.00016      0.00017      0.00019      0.00021      0.00026      0.00034
 3767886.66 |       0.00008      0.00014      0.00020      0.00015      0.00015      0.00017      0.00019      0.00024      0.00032
 3767821.66 |       0.00008      0.00013      0.00019      0.00014      0.00014      0.00016      0.00019      0.00024      0.00030
```

3767756.66	0.00008	0.00013	0.00019	0.00014	0.00014	0.00016	0.00019	0.00023	0.00025
3767691.66	0.00008	0.00013	0.00019	0.00014	0.00014	0.00016	0.00018	0.00020	0.00020
3767626.66	0.00008	0.00013	0.00019	0.00014	0.00014	0.00015	0.00016	0.00017	0.00017
3767561.66	0.00008	0.00012	0.00019	0.00014	0.00013	0.00013	0.00014	0.00014	0.00013
3767496.66	0.00008	0.00012	0.00019	0.00013	0.00012	0.00012	0.00012	0.00012	0.00011
3767431.66	0.00007	0.00012	0.00018	0.00012	0.00010	0.00010	0.00010	0.00009	0.00009
3767366.66	0.00007	0.00011	0.00017	0.00010	0.00009	0.00009	0.00008	0.00008	0.00007

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000001 , L0000002 ,
L0000003 , L0000004 , L0000005 , L0000006 , L0000013 , L0000014 , L0000015 , L0000016 ,
L0000017 , L0000018 , L0000019 , L0000020 , L0000021 , L0000022 , L0000023 , L0000024 ,
L0000025 , L0000026 , L0000027 , L0000028 , L0000029 , L0000030 , L0000031 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	0.00004	0.00004	0.00004	0.00004	0.00003	0.00003	0.00003	0.00004	0.00004
3768601.66	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004
3768536.66	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005
3768471.66	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00007
3768406.66	0.00008	0.00008	0.00008	0.00007	0.00007	0.00008	0.00008	0.00008	0.00009
3768341.66	0.00010	0.00010	0.00010	0.00010	0.00010	0.00010	0.00011	0.00012	0.00013
3768276.66	0.00012	0.00013	0.00014	0.00013	0.00013	0.00014	0.00015	0.00017	0.00019
3768211.66	0.00017	0.00019	0.00019	0.00019	0.00019	0.00021	0.00025	0.00027	0.00027
3768146.66	0.00024	0.00028	0.00030	0.00030	0.00033	0.00040	0.00042	0.00038	0.00032
3768081.66	0.00044	0.00050	0.00058	0.00063	0.00084	0.00065	0.00047	0.00035	0.00027
3768016.66	0.00061	0.00079	0.00128	0.00075	0.00060	0.00041	0.00031	0.00025	0.00020
3767951.66	0.00055	0.00068	0.00087	0.00033	0.00025	0.00021	0.00018	0.00016	0.00014
3767886.66	0.00044	0.00050	0.00042	0.00026	0.00019	0.00015	0.00012	0.00011	0.00010
3767821.66	0.00034	0.00033	0.00028	0.00020	0.00015	0.00012	0.00010	0.00008	0.00007
3767756.66	0.00025	0.00024	0.00020	0.00015	0.00012	0.00010	0.00008	0.00007	0.00006
3767691.66	0.00020	0.00018	0.00016	0.00012	0.00010	0.00009	0.00007	0.00006	0.00005
3767626.66	0.00015	0.00014	0.00013	0.00010	0.00009	0.00007	0.00006	0.00006	0.00005
3767561.66	0.00012	0.00012	0.00010	0.00009	0.00007	0.00006	0.00006	0.00005	0.00004
3767496.66	0.00010	0.00010	0.00009	0.00007	0.00006	0.00006	0.00005	0.00004	0.00004
3767431.66	0.00008	0.00008	0.00007	0.00006	0.00005	0.00005	0.00004	0.00004	0.00003
3767366.66	0.00007	0.00007	0.00006	0.00005	0.00005	0.00004	0.00004	0.00003	0.00003

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000001 , L0000002 ,
L0000003 , L0000004 , L0000005 , L0000006 , L0000013 , L0000014 , L0000015 , L0000016 ,
L0000017 , L0000018 , L0000019 , L0000020 , L0000021 , L0000022 , L0000023 , L0000024 ,
L0000025 , L0000026 , L0000027 , L0000028 , L0000029 , L0000030 , L0000031 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS)		
	440971.57	441036.57	441101.57
3768666.66	0.00004	0.00004	0.00004
3768601.66	0.00004	0.00005	0.00005
3768536.66	0.00006	0.00006	0.00006
3768471.66	0.00007	0.00008	0.00008
3768406.66	0.00010	0.00010	0.00010
3768341.66	0.00014	0.00014	0.00013
3768276.66	0.00019	0.00018	0.00017
3768211.66	0.00025	0.00021	0.00018
3768146.66	0.00026	0.00021	0.00017
3768081.66	0.00022	0.00018	0.00015
3768016.66	0.00017	0.00014	0.00012
3767951.66	0.00012	0.00010	0.00009
3767886.66	0.00009	0.00008	0.00007
3767821.66	0.00007	0.00006	0.00005
3767756.66	0.00006	0.00005	0.00005
3767691.66	0.00005	0.00004	0.00004
3767626.66	0.00004	0.00004	0.00003
3767561.66	0.00004	0.00003	0.00003
3767496.66	0.00003	0.00003	0.00003
3767431.66	0.00003	0.00003	0.00003
3767366.66	0.00003	0.00003	0.00002

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000001 , L0000002 ,
L0000003 , L0000004 , L0000005 , L0000006 , L0000013 , L0000014 , L0000015 , L0000016 ,
L0000017 , L0000018 , L0000019 , L0000020 , L0000021 , L0000022 , L0000023 , L0000024 ,
L0000025 , L0000026 , L0000027 , L0000028 , L0000029 , L0000030 , L0000031 , . . . ,

*** 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
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        440602.09    3768013.62        0.00066                     440606.88    3768072.08        0.00093
        440528.03    3767956.84        0.00074                     440393.08    3767943.95        0.00056
        440355.10    3768069.75        0.00045                     440349.33    3768032.11        0.00051
        439859.83    3768065.24        0.00011                     439954.77    3768029.98        0.00029
        439874.75    3768029.30        0.00015                     439885.32    3767904.72        0.00018
        439876.84    3767460.18        0.00014                     439948.66    3768350.08        0.00017

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                    ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                             ***        19:01:42
                                                                                                         PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                   *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                        NETWORK
GROUP ID                        AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS      0.00128 AT (  440516.57,  3768016.66,   283.10,  3067.00,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS      0.00093 AT (  440606.88,  3768072.08,   283.24,  3067.00,    0.00)  DC
          3RD HIGHEST VALUE IS      0.00087 AT (  440516.57,  3767951.66,   282.10,  3067.00,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS      0.00084 AT (  440646.57,  3768081.66,   283.60,  3067.00,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS      0.00079 AT (  440451.57,  3768016.66,   283.30,  3067.00,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS      0.00075 AT (  440581.57,  3768016.66,   282.50,  3067.00,    0.00)  GC  UCART1
          7TH HIGHEST VALUE IS      0.00074 AT (  440528.03,  3767956.84,   282.12,  3067.00,    0.00)  DC
          8TH HIGHEST VALUE IS      0.00068 AT (  440451.57,  3767951.66,   282.40,  3067.00,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS      0.00066 AT (  440602.09,  3768013.62,   282.37,  3067.00,    0.00)  DC
         10TH HIGHEST VALUE IS      0.00065 AT (  440711.57,  3768081.66,   283.70,  3067.00,    0.00)  GC  UCART1


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

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana                                    ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations OY - 2023                             ***        19:01:42
                                                                                                         PAGE  31
 *** 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            5 Warning Message(s)
A Total of         1628 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         1278 Calm Hours Identified

A Total of          350 Missing Hours Identified (  0.80 Percent)


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


   ********   WARNING MESSAGES   ********
SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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

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** Lakes Environmental AERMOD MPI
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**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/22/2022
** File: C:\Lakes\AERMOD View\19480 Belmont Sultana 2YR\19480 Belmont Sultana 2YR.ADI
**
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** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19480 Belmont Sultana 2YR
   TITLETWO DPM Concentrations 2024-2025
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19480 Belmont Sultana 2YR.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION STCK1        POINT      440528.350  3768021.170      283.070
** DESCRSRC Idling location
   LOCATION STCK2        POINT      440528.153  3768009.908      282.940
** DESCRSRC Idling location
   LOCATION STCK3        POINT      440555.905  3768035.447      283.080
** DESCRSRC Idling location
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite truck travel
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 3.03E-07
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** Elevated
** Building Height = 13.41
** SZINIT = 6.24
** Nodes = 7
** 440536.599, 3768002.870, 282.77, 3.50, 4.00
** 440536.599, 3768018.756, 283.06, 3.50, 4.00
** 440540.219, 3768021.773, 283.08, 3.50, 4.00
** 440550.475, 3768022.979, 282.90, 3.50, 4.00
** 440555.100, 3768024.387, 282.92, 3.50, 4.00
** 440556.910, 3768030.621, 282.95, 3.50, 4.00
** 440556.508, 3768038.866, 283.02, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000339     VOLUME   440536.599 3768007.165 282.88
   LOCATION L0000340     VOLUME   440536.599 3768015.756 282.97
   LOCATION L0000341     VOLUME   440541.092 3768021.875 283.01
   LOCATION L0000342     VOLUME   440549.624 3768022.879 282.97
   LOCATION L0000343     VOLUME   440555.908 3768027.171 282.98
   LOCATION L0000344     VOLUME   440556.667 3768035.613 283.07
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC Offsite travel along Belmont Street
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.75E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 440555.977, 3768047.079, 283.17, 3.50, 4.00
** 439901.705, 3768046.097, 285.21, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000345     VOLUME   440551.681 3768047.073 283.24
   LOCATION L0000346     VOLUME   440543.090 3768047.060 283.30
   LOCATION L0000347     VOLUME   440534.500 3768047.047 283.36
   LOCATION L0000348     VOLUME   440525.909 3768047.034 283.41
   LOCATION L0000349     VOLUME   440517.318 3768047.021 283.46
   LOCATION L0000350     VOLUME   440508.727 3768047.008 283.52
   LOCATION L0000351     VOLUME   440500.136 3768046.996 283.54
   LOCATION L0000352     VOLUME   440491.546 3768046.983 283.57
   LOCATION L0000353     VOLUME   440482.955 3768046.970 283.60
   LOCATION L0000354     VOLUME   440474.364 3768046.957 283.64
   LOCATION L0000355     VOLUME   440465.773 3768046.944 283.68
   LOCATION L0000356     VOLUME   440457.182 3768046.931 283.72
   LOCATION L0000357     VOLUME   440448.592 3768046.918 283.78
   LOCATION L0000358     VOLUME   440440.001 3768046.905 283.84
   LOCATION L0000359     VOLUME   440431.410 3768046.892 283.90
   LOCATION L0000360     VOLUME   440422.819 3768046.879 283.95
   LOCATION L0000361     VOLUME   440414.229 3768046.867 283.99
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LOCATION L0000362     VOLUME   440405.638 3768046.854 284.02
LOCATION L0000363     VOLUME   440397.047 3768046.841 283.99
LOCATION L0000364     VOLUME   440388.456 3768046.828 283.95
LOCATION L0000365     VOLUME   440379.865 3768046.815 283.93
LOCATION L0000366     VOLUME   440371.275 3768046.802 284.00
LOCATION L0000367     VOLUME   440362.684 3768046.789 284.06
LOCATION L0000368     VOLUME   440354.093 3768046.776 284.12
LOCATION L0000369     VOLUME   440345.502 3768046.763 284.18
LOCATION L0000370     VOLUME   440336.911 3768046.751 284.24
LOCATION L0000371     VOLUME   440328.321 3768046.738 284.29
LOCATION L0000372     VOLUME   440319.730 3768046.725 284.31
LOCATION L0000373     VOLUME   440311.139 3768046.712 284.33
LOCATION L0000374     VOLUME   440302.548 3768046.699 284.34
LOCATION L0000375     VOLUME   440293.957 3768046.686 284.36
LOCATION L0000376     VOLUME   440285.367 3768046.673 284.37
LOCATION L0000377     VOLUME   440276.776 3768046.660 284.38
LOCATION L0000378     VOLUME   440268.185 3768046.647 284.39
LOCATION L0000379     VOLUME   440259.594 3768046.634 284.40
LOCATION L0000380     VOLUME   440251.003 3768046.622 284.40
LOCATION L0000381     VOLUME   440242.413 3768046.609 284.41
LOCATION L0000382     VOLUME   440233.822 3768046.596 284.41
LOCATION L0000383     VOLUME   440225.231 3768046.583 284.41
LOCATION L0000384     VOLUME   440216.640 3768046.570 284.43
LOCATION L0000385     VOLUME   440208.050 3768046.557 284.44
LOCATION L0000386     VOLUME   440199.459 3768046.544 284.46
LOCATION L0000387     VOLUME   440190.868 3768046.531 284.48
LOCATION L0000388     VOLUME   440182.277 3768046.518 284.50
LOCATION L0000389     VOLUME   440173.686 3768046.505 284.54
LOCATION L0000390     VOLUME   440165.096 3768046.493 284.59
LOCATION L0000391     VOLUME   440156.505 3768046.480 284.65
LOCATION L0000392     VOLUME   440147.914 3768046.467 284.72
LOCATION L0000393     VOLUME   440139.323 3768046.454 284.82
LOCATION L0000394     VOLUME   440130.732 3768046.441 284.92
LOCATION L0000395     VOLUME   440122.142 3768046.428 284.99
LOCATION L0000396     VOLUME   440113.551 3768046.415 285.02
LOCATION L0000397     VOLUME   440104.960 3768046.402 285.04
LOCATION L0000398     VOLUME   440096.369 3768046.389 285.07
LOCATION L0000399     VOLUME   440087.778 3768046.376 285.09
LOCATION L0000400     VOLUME   440079.188 3768046.364 285.12
LOCATION L0000401     VOLUME   440070.597 3768046.351 285.14
LOCATION L0000402     VOLUME   440062.006 3768046.338 285.14
LOCATION L0000403     VOLUME   440053.415 3768046.325 285.15
LOCATION L0000404     VOLUME   440044.825 3768046.312 285.17
LOCATION L0000405     VOLUME   440036.234 3768046.299 285.18
LOCATION L0000406     VOLUME   440027.643 3768046.286 285.20
LOCATION L0000407     VOLUME   440019.052 3768046.273 285.23
LOCATION L0000408     VOLUME   440010.461 3768046.260 285.27
LOCATION L0000409     VOLUME   440001.871 3768046.247 285.31
LOCATION L0000410     VOLUME   439993.280 3768046.235 285.36
LOCATION L0000411     VOLUME   439984.689 3768046.222 285.41
LOCATION L0000412     VOLUME   439976.098 3768046.209 285.47
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   LOCATION L0000413     VOLUME   439967.507 3768046.196 285.50
   LOCATION L0000414     VOLUME   439958.917 3768046.183 285.50
   LOCATION L0000415     VOLUME   439950.326 3768046.170 285.50
   LOCATION L0000416     VOLUME   439941.735 3768046.157 285.49
   LOCATION L0000417     VOLUME   439933.144 3768046.144 285.47
   LOCATION L0000418     VOLUME   439924.553 3768046.131 285.44
   LOCATION L0000419     VOLUME   439915.963 3768046.118 285.39
   LOCATION L0000420     VOLUME   439907.372 3768046.106 285.32
** End of LINE VOLUME Source ID = SLINE2
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC From Belmont St NB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 9.81E-07
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439929.911, 3768060.841, 285.65, 3.50, 4.00
** 439928.643, 3768745.969, 294.98, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000421     VOLUME   439929.903 3768065.137 285.76
   LOCATION L0000422     VOLUME   439929.887 3768073.727 285.89
   LOCATION L0000423     VOLUME   439929.871 3768082.318 286.03
   LOCATION L0000424     VOLUME   439929.855 3768090.909 286.17
   LOCATION L0000425     VOLUME   439929.839 3768099.500 286.31
   LOCATION L0000426     VOLUME   439929.824 3768108.090 286.45
   LOCATION L0000427     VOLUME   439929.808 3768116.681 286.59
   LOCATION L0000428     VOLUME   439929.792 3768125.272 286.72
   LOCATION L0000429     VOLUME   439929.776 3768133.863 286.85
   LOCATION L0000430     VOLUME   439929.760 3768142.454 286.97
   LOCATION L0000431     VOLUME   439929.744 3768151.044 287.10
   LOCATION L0000432     VOLUME   439929.728 3768159.635 287.23
   LOCATION L0000433     VOLUME   439929.712 3768168.226 287.36
   LOCATION L0000434     VOLUME   439929.696 3768176.817 287.49
   LOCATION L0000435     VOLUME   439929.680 3768185.408 287.62
   LOCATION L0000436     VOLUME   439929.665 3768193.998 287.75
   LOCATION L0000437     VOLUME   439929.649 3768202.589 287.88
   LOCATION L0000438     VOLUME   439929.633 3768211.180 288.01
   LOCATION L0000439     VOLUME   439929.617 3768219.771 288.13
   LOCATION L0000440     VOLUME   439929.601 3768228.361 288.25
   LOCATION L0000441     VOLUME   439929.585 3768236.952 288.37
   LOCATION L0000442     VOLUME   439929.569 3768245.543 288.49
   LOCATION L0000443     VOLUME   439929.553 3768254.134 288.60
   LOCATION L0000444     VOLUME   439929.537 3768262.725 288.71
   LOCATION L0000445     VOLUME   439929.521 3768271.315 288.82
   LOCATION L0000446     VOLUME   439929.506 3768279.906 288.94
   LOCATION L0000447     VOLUME   439929.490 3768288.497 289.06
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LOCATION L0000448     VOLUME   439929.474 3768297.088 289.18
LOCATION L0000449     VOLUME   439929.458 3768305.679 289.30
LOCATION L0000450     VOLUME   439929.442 3768314.269 289.42
LOCATION L0000451     VOLUME   439929.426 3768322.860 289.54
LOCATION L0000452     VOLUME   439929.410 3768331.451 289.66
LOCATION L0000453     VOLUME   439929.394 3768340.042 289.78
LOCATION L0000454     VOLUME   439929.378 3768348.632 289.90
LOCATION L0000455     VOLUME   439929.363 3768357.223 290.01
LOCATION L0000456     VOLUME   439929.347 3768365.814 290.13
LOCATION L0000457     VOLUME   439929.331 3768374.405 290.27
LOCATION L0000458     VOLUME   439929.315 3768382.996 290.41
LOCATION L0000459     VOLUME   439929.299 3768391.586 290.55
LOCATION L0000460     VOLUME   439929.283 3768400.177 290.70
LOCATION L0000461     VOLUME   439929.267 3768408.768 290.88
LOCATION L0000462     VOLUME   439929.251 3768417.359 291.06
LOCATION L0000463     VOLUME   439929.235 3768425.950 291.24
LOCATION L0000464     VOLUME   439929.219 3768434.540 291.37
LOCATION L0000465     VOLUME   439929.204 3768443.131 291.44
LOCATION L0000466     VOLUME   439929.188 3768451.722 291.51
LOCATION L0000467     VOLUME   439929.172 3768460.313 291.58
LOCATION L0000468     VOLUME   439929.156 3768468.903 291.67
LOCATION L0000469     VOLUME   439929.140 3768477.494 291.77
LOCATION L0000470     VOLUME   439929.124 3768486.085 291.87
LOCATION L0000471     VOLUME   439929.108 3768494.676 291.97
LOCATION L0000472     VOLUME   439929.092 3768503.267 292.07
LOCATION L0000473     VOLUME   439929.076 3768511.857 292.17
LOCATION L0000474     VOLUME   439929.060 3768520.448 292.27
LOCATION L0000475     VOLUME   439929.045 3768529.039 292.37
LOCATION L0000476     VOLUME   439929.029 3768537.630 292.48
LOCATION L0000477     VOLUME   439929.013 3768546.221 292.58
LOCATION L0000478     VOLUME   439928.997 3768554.811 292.68
LOCATION L0000479     VOLUME   439928.981 3768563.402 292.79
LOCATION L0000480     VOLUME   439928.965 3768571.993 292.89
LOCATION L0000481     VOLUME   439928.949 3768580.584 292.99
LOCATION L0000482     VOLUME   439928.933 3768589.174 293.09
LOCATION L0000483     VOLUME   439928.917 3768597.765 293.19
LOCATION L0000484     VOLUME   439928.901 3768606.356 293.28
LOCATION L0000485     VOLUME   439928.886 3768614.947 293.38
LOCATION L0000486     VOLUME   439928.870 3768623.538 293.48
LOCATION L0000487     VOLUME   439928.854 3768632.128 293.59
LOCATION L0000488     VOLUME   439928.838 3768640.719 293.69
LOCATION L0000489     VOLUME   439928.822 3768649.310 293.80
LOCATION L0000490     VOLUME   439928.806 3768657.901 293.92
LOCATION L0000491     VOLUME   439928.790 3768666.492 294.04
LOCATION L0000492     VOLUME   439928.774 3768675.082 294.15
LOCATION L0000493     VOLUME   439928.758 3768683.673 294.27
LOCATION L0000494     VOLUME   439928.742 3768692.264 294.39
LOCATION L0000495     VOLUME   439928.727 3768700.855 294.51
LOCATION L0000496     VOLUME   439928.711 3768709.445 294.63
LOCATION L0000497     VOLUME   439928.695 3768718.036 294.74
LOCATION L0000498     VOLUME   439928.679 3768726.627 294.85
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   LOCATION L0000499     VOLUME   439928.663 3768735.218 294.96
   LOCATION L0000500     VOLUME   439928.647 3768743.809 295.09
** End of LINE VOLUME Source ID = SLINE3
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC From Belmont St SB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.11E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439901.053, 3768033.145, 285.02, 3.50, 4.00
** 439907.230, 3767260.688, 273.69, 3.50, 4.00
** ------------------------------------------------------------------
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   LOCATION L0000502     VOLUME   439901.156 3768020.259 284.89
   LOCATION L0000503     VOLUME   439901.225 3768011.668 284.77
   LOCATION L0000504     VOLUME   439901.294 3768003.078 284.66
   LOCATION L0000505     VOLUME   439901.362 3767994.487 284.54
   LOCATION L0000506     VOLUME   439901.431 3767985.897 284.42
   LOCATION L0000507     VOLUME   439901.500 3767977.306 284.29
   LOCATION L0000508     VOLUME   439901.568 3767968.716 284.17
   LOCATION L0000509     VOLUME   439901.637 3767960.125 284.04
   LOCATION L0000510     VOLUME   439901.706 3767951.535 283.90
   LOCATION L0000511     VOLUME   439901.775 3767942.944 283.77
   LOCATION L0000512     VOLUME   439901.843 3767934.354 283.63
   LOCATION L0000513     VOLUME   439901.912 3767925.763 283.47
   LOCATION L0000514     VOLUME   439901.981 3767917.173 283.32
   LOCATION L0000515     VOLUME   439902.049 3767908.582 283.17
   LOCATION L0000516     VOLUME   439902.118 3767899.992 283.03
   LOCATION L0000517     VOLUME   439902.187 3767891.401 282.89
   LOCATION L0000518     VOLUME   439902.255 3767882.811 282.75
   LOCATION L0000519     VOLUME   439902.324 3767874.220 282.61
   LOCATION L0000520     VOLUME   439902.393 3767865.630 282.47
   LOCATION L0000521     VOLUME   439902.461 3767857.039 282.33
   LOCATION L0000522     VOLUME   439902.530 3767848.449 282.19
   LOCATION L0000523     VOLUME   439902.599 3767839.858 282.04
   LOCATION L0000524     VOLUME   439902.668 3767831.267 281.89
   LOCATION L0000525     VOLUME   439902.736 3767822.677 281.75
   LOCATION L0000526     VOLUME   439902.805 3767814.086 281.60
   LOCATION L0000527     VOLUME   439902.874 3767805.496 281.45
   LOCATION L0000528     VOLUME   439902.942 3767796.905 281.30
   LOCATION L0000529     VOLUME   439903.011 3767788.315 281.14
   LOCATION L0000530     VOLUME   439903.080 3767779.724 280.99
   LOCATION L0000531     VOLUME   439903.148 3767771.134 280.84
   LOCATION L0000532     VOLUME   439903.217 3767762.543 280.70
   LOCATION L0000533     VOLUME   439903.286 3767753.953 280.55
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LOCATION L0000534     VOLUME   439903.355 3767745.362 280.41
LOCATION L0000535     VOLUME   439903.423 3767736.772 280.26
LOCATION L0000536     VOLUME   439903.492 3767728.181 280.12
LOCATION L0000537     VOLUME   439903.561 3767719.591 279.98
LOCATION L0000538     VOLUME   439903.629 3767711.000 279.85
LOCATION L0000539     VOLUME   439903.698 3767702.410 279.71
LOCATION L0000540     VOLUME   439903.767 3767693.819 279.57
LOCATION L0000541     VOLUME   439903.835 3767685.229 279.43
LOCATION L0000542     VOLUME   439903.904 3767676.638 279.30
LOCATION L0000543     VOLUME   439903.973 3767668.047 279.16
LOCATION L0000544     VOLUME   439904.041 3767659.457 279.03
LOCATION L0000545     VOLUME   439904.110 3767650.866 278.89
LOCATION L0000546     VOLUME   439904.179 3767642.276 278.75
LOCATION L0000547     VOLUME   439904.248 3767633.685 278.62
LOCATION L0000548     VOLUME   439904.316 3767625.095 278.48
LOCATION L0000549     VOLUME   439904.385 3767616.504 278.34
LOCATION L0000550     VOLUME   439904.454 3767607.914 278.19
LOCATION L0000551     VOLUME   439904.522 3767599.323 278.05
LOCATION L0000552     VOLUME   439904.591 3767590.733 277.93
LOCATION L0000553     VOLUME   439904.660 3767582.142 277.81
LOCATION L0000554     VOLUME   439904.728 3767573.552 277.68
LOCATION L0000555     VOLUME   439904.797 3767564.961 277.56
LOCATION L0000556     VOLUME   439904.866 3767556.371 277.44
LOCATION L0000557     VOLUME   439904.934 3767547.780 277.32
LOCATION L0000558     VOLUME   439905.003 3767539.190 277.20
LOCATION L0000559     VOLUME   439905.072 3767530.599 277.08
LOCATION L0000560     VOLUME   439905.141 3767522.009 276.95
LOCATION L0000561     VOLUME   439905.209 3767513.418 276.82
LOCATION L0000562     VOLUME   439905.278 3767504.827 276.69
LOCATION L0000563     VOLUME   439905.347 3767496.237 276.58
LOCATION L0000564     VOLUME   439905.415 3767487.646 276.48
LOCATION L0000565     VOLUME   439905.484 3767479.056 276.37
LOCATION L0000566     VOLUME   439905.553 3767470.465 276.26
LOCATION L0000567     VOLUME   439905.621 3767461.875 276.15
LOCATION L0000568     VOLUME   439905.690 3767453.284 276.04
LOCATION L0000569     VOLUME   439905.759 3767444.694 275.93
LOCATION L0000570     VOLUME   439905.827 3767436.103 275.83
LOCATION L0000571     VOLUME   439905.896 3767427.513 275.72
LOCATION L0000572     VOLUME   439905.965 3767418.922 275.62
LOCATION L0000573     VOLUME   439906.034 3767410.332 275.52
LOCATION L0000574     VOLUME   439906.102 3767401.741 275.42
LOCATION L0000575     VOLUME   439906.171 3767393.151 275.32
LOCATION L0000576     VOLUME   439906.240 3767384.560 275.22
LOCATION L0000577     VOLUME   439906.308 3767375.970 275.13
LOCATION L0000578     VOLUME   439906.377 3767367.379 275.04
LOCATION L0000579     VOLUME   439906.446 3767358.789 274.95
LOCATION L0000580     VOLUME   439906.514 3767350.198 274.86
LOCATION L0000581     VOLUME   439906.583 3767341.608 274.74
LOCATION L0000582     VOLUME   439906.652 3767333.017 274.62
LOCATION L0000583     VOLUME   439906.720 3767324.426 274.51
LOCATION L0000584     VOLUME   439906.789 3767315.836 274.39
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   LOCATION L0000585     VOLUME   439906.858 3767307.245 274.26
   LOCATION L0000586     VOLUME   439906.927 3767298.655 274.14
   LOCATION L0000587     VOLUME   439906.995 3767290.064 274.02
   LOCATION L0000588     VOLUME   439907.064 3767281.474 273.93
   LOCATION L0000589     VOLUME   439907.133 3767272.883 273.84
   LOCATION L0000590     VOLUME   439907.201 3767264.293 273.76
** End of LINE VOLUME Source ID = SLINE4
** Source Parameters **
   SRCPARAM STCK1         5.28E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK2         5.28E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK3         5.28E-06     3.500   366.000  51.90000     0.100
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000339     0.0000000505      3.50      4.00      6.24
   SRCPARAM L0000340     0.0000000505      3.50      4.00      6.24
   SRCPARAM L0000341     0.0000000505      3.50      4.00      6.24
   SRCPARAM L0000342     0.0000000505      3.50      4.00      6.24
   SRCPARAM L0000343     0.0000000505      3.50      4.00      6.24
   SRCPARAM L0000344     0.0000000505      3.50      4.00      6.24
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE2
   SRCPARAM L0000345     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000346     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000347     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000348     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000349     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000350     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000351     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000352     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000353     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000354     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000355     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000356     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000357     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000359     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000361     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000362     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000363     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000364     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000365     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000366     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000367     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000368     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000369     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000370     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000371     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000372     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000373     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000374     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000375     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000377     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000378     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000379     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000382     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000384     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000385     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000386     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000387     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000388     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000389     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000390     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000391     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000392     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000393     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000394     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000395     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000396     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000397     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000398     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000399     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000400     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000401     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000402     0.00000002303      3.50      4.00      1.63
   SRCPARAM L0000403     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000407     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000409     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000412     0.00000002303      3.50      4.00      1.63
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   SRCPARAM L0000420     0.00000002303      3.50      4.00      1.63
** ------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE3
   SRCPARAM L0000421     0.00000001226      3.50      4.00      1.63
   SRCPARAM L0000422     0.00000001226      3.50      4.00      1.63
   SRCPARAM L0000423     0.00000001226      3.50      4.00      1.63
   SRCPARAM L0000424     0.00000001226      3.50      4.00      1.63
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SRCPARAM L0000425     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000426     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000427     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000428     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000429     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000430     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000431     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000432     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000433     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000434     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000435     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000436     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000437     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000438     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000439     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000440     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000441     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000442     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000443     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000444     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000445     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000446     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000447     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000448     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000449     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000450     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000451     0.00000001226      3.50      4.00      1.63
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SRCPARAM L0000457     0.00000001226      3.50      4.00      1.63
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SRCPARAM L0000464     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000465     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000466     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000467     0.00000001226      3.50      4.00      1.63
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SRCPARAM L0000470     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000471     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000472     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000473     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000474     0.00000001226      3.50      4.00      1.63
SRCPARAM L0000475     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000477     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000482     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000484     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000486     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000497     0.00000001226      3.50      4.00      1.63
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   SRCPARAM L0000499     0.00000001226      3.50      4.00      1.63
   SRCPARAM L0000500     0.00000001226      3.50      4.00      1.63
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** LINE VOLUME Source ID = SLINE4
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   SRCPARAM L0000502     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000505     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000507     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000511     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000514     0.00000001233      3.50      4.00      1.63
   SRCPARAM L0000515     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000518     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000520     0.00000001233      3.50      4.00      1.63
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   SRCPARAM L0000524     0.00000001233      3.50      4.00      1.63
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SRCPARAM L0000543     0.00000001233      3.50      4.00      1.63
SRCPARAM L0000544     0.00000001233      3.50      4.00      1.63
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SRCPARAM L0000565     0.00000001233      3.50      4.00      1.63
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SRCPARAM L0000571     0.00000001233      3.50      4.00      1.63
SRCPARAM L0000572     0.00000001233      3.50      4.00      1.63
SRCPARAM L0000573     0.00000001233      3.50      4.00      1.63
SRCPARAM L0000574     0.00000001233      3.50      4.00      1.63
SRCPARAM L0000575     0.00000001233      3.50      4.00      1.63
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** ------------------------------------------------------------------

** Building Downwash **
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41    13.41
   BUILDHGT STCK3           13.41    13.41    13.41    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41     0.00
   BUILDHGT STCK3            0.00     0.00     0.00    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98

   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK2          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
```

BUILDWID	STCK2	110.38	118.15	122.33	122.80	119.54	112.98
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	95.87
BUILDWID	STCK3	81.37	64.40	50.25	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	0.00
BUILDWID	STCK3	0.00	0.00	0.00	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	122.33
BUILDLEN	STCK3	122.80	119.54	112.98	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	-55.51	-73.77	-89.79	-103.08	-113.24	-119.95
XBADJ	STCK1	-123.03	-122.36	-117.98	-118.74	-115.89	-109.52
XBADJ	STCK1	-99.82	-87.09	-71.71	-54.16	-34.95	-14.69
XBADJ	STCK1	-12.87	-11.34	-9.46	-7.30	-4.91	-2.38
XBADJ	STCK1	0.23	2.83	5.00	-0.42	-5.83	-11.06
XBADJ	STCK1	-15.95	-20.36	-24.16	-27.21	-29.44	-35.56
XBADJ	STCK2	-44.38	-63.12	-79.93	-94.32	-105.84	-114.15
XBADJ	STCK2	-118.99	-120.21	-117.78	-120.50	-119.55	-114.98
XBADJ	STCK2	-106.91	-95.59	-81.36	-64.67	-46.01	-25.95
XBADJ	STCK2	-23.99	-21.99	-19.31	-16.05	-12.31	-8.18
XBADJ	STCK2	-3.81	0.67	4.80	1.34	-2.17	-5.60
XBADJ	STCK2	-8.87	-11.87	-14.50	-16.70	-18.39	-24.30
XBADJ	STCK3	0.00	0.00	-115.93	-131.72	-143.52	-150.95
XBADJ	STCK3	-153.80	-151.97	-145.53	-143.39	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	16.68	21.35	25.37	0.00
XBADJ	STCK3	0.00	0.00	0.00	24.23	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00

```
   YBADJ    STCK1           59.16    55.03    49.23    41.93    33.36    23.78
   YBADJ    STCK1           13.47     2.75   -10.44   -21.32   -31.21   -40.16
   YBADJ    STCK1          -47.89   -54.16   -58.79   -61.63   -62.59   -61.49
   YBADJ    STCK1          -59.16   -55.03   -49.23   -41.93   -33.36   -23.78
   YBADJ    STCK1          -13.47    -2.75    10.44    21.32    31.21    40.16
   YBADJ    STCK1           47.89    54.16    58.79    61.63    62.59    61.49

   YBADJ    STCK2           60.92    58.69    54.69    49.02    41.86    33.43
   YBADJ    STCK2           23.98    13.81     0.82   -10.19   -20.56   -30.31
   YBADJ    STCK2          -39.13   -46.77   -52.98   -57.59   -60.44   -61.29
   YBADJ    STCK2          -60.92   -58.69   -54.69   -49.02   -41.86   -33.43
   YBADJ    STCK2          -23.98   -13.81    -0.82    10.19    20.56    30.31
   YBADJ    STCK2           39.13    46.77    52.98    57.59    60.44    61.29

   YBADJ    STCK3            0.00     0.00    65.95    53.86    40.13    25.19
   YBADJ    STCK3            9.47    -6.52   -24.72   -40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK3            0.00     0.00   -65.95   -53.86   -40.13     0.00
   YBADJ    STCK3            0.00     0.00     0.00    40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19480 Belmont Sultana 2YR.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC"
   PROFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL"
   SURFDATA 3102 2012
   UAIRDATA 3190 2012
   PROFBASE 289.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
```

```
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19480 BELMONT SULTANA 2YR.AD\PE00GALL.PLT" 31
   SUMMFILE "19480 Belmont Sultana 2YR.sum"
OU FINISHED


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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
 ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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


 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                               ***        19:33:06
                                                                                                            PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

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

 **Model Uses URBAN Dispersion Algorithm for the SBL for   255 Source(s),
   for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

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

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

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    255 Source(s);       1 Source Group(s); and     453 Receptor(s)

              with:      3 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    252 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


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

**The AERMET Input Meteorological Data Version Date:  16216

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

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

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   289.00 ;  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 =      4.0 MB of RAM.
```

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

**Detailed Error/Message File: 19480 Belmont Sultana 2YR.err
**File for Summary of Results: 19480 Belmont Sultana 2YR.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.52800E-05	440528.3	3768021.2	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK2	0	0.52800E-05	440528.2	3768009.9	282.9	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK3	0	0.52800E-05	440555.9	3768035.4	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000339	0	0.50500E-07	440536.6	3768007.2	282.9	3.50	4.00	6.24	YES	
L0000340	0	0.50500E-07	440536.6	3768015.8	283.0	3.50	4.00	6.24	YES	
L0000341	0	0.50500E-07	440541.1	3768021.9	283.0	3.50	4.00	6.24	YES	
L0000342	0	0.50500E-07	440549.6	3768022.9	283.0	3.50	4.00	6.24	YES	
L0000343	0	0.50500E-07	440555.9	3768027.2	283.0	3.50	4.00	6.24	YES	
L0000344	0	0.50500E-07	440556.7	3768035.6	283.1	3.50	4.00	6.24	YES	
L0000345	0	0.23030E-07	440551.7	3768047.1	283.2	3.50	4.00	1.63	YES	
L0000346	0	0.23030E-07	440543.1	3768047.1	283.3	3.50	4.00	1.63	YES	
L0000347	0	0.23030E-07	440534.5	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000348	0	0.23030E-07	440525.9	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000349	0	0.23030E-07	440517.3	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000350	0	0.23030E-07	440508.7	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000351	0	0.23030E-07	440500.1	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000352	0	0.23030E-07	440491.5	3768047.0	283.6	3.50	4.00	1.63	YES	

L0000353	0	0.23030E-07	440483.0	3768047.0	283.6	3.50	4.00	1.63	YES
L0000354	0	0.23030E-07	440474.4	3768047.0	283.6	3.50	4.00	1.63	YES
L0000355	0	0.23030E-07	440465.8	3768046.9	283.7	3.50	4.00	1.63	YES
L0000356	0	0.23030E-07	440457.2	3768046.9	283.7	3.50	4.00	1.63	YES
L0000357	0	0.23030E-07	440448.6	3768046.9	283.8	3.50	4.00	1.63	YES
L0000358	0	0.23030E-07	440440.0	3768046.9	283.8	3.50	4.00	1.63	YES
L0000359	0	0.23030E-07	440431.4	3768046.9	283.9	3.50	4.00	1.63	YES
L0000360	0	0.23030E-07	440422.8	3768046.9	283.9	3.50	4.00	1.63	YES
L0000361	0	0.23030E-07	440414.2	3768046.9	284.0	3.50	4.00	1.63	YES
L0000362	0	0.23030E-07	440405.6	3768046.9	284.0	3.50	4.00	1.63	YES
L0000363	0	0.23030E-07	440397.0	3768046.8	284.0	3.50	4.00	1.63	YES
L0000364	0	0.23030E-07	440388.5	3768046.8	283.9	3.50	4.00	1.63	YES
L0000365	0	0.23030E-07	440379.9	3768046.8	283.9	3.50	4.00	1.63	YES
L0000366	0	0.23030E-07	440371.3	3768046.8	284.0	3.50	4.00	1.63	YES
L0000367	0	0.23030E-07	440362.7	3768046.8	284.1	3.50	4.00	1.63	YES
L0000368	0	0.23030E-07	440354.1	3768046.8	284.1	3.50	4.00	1.63	YES
L0000369	0	0.23030E-07	440345.5	3768046.8	284.2	3.50	4.00	1.63	YES
L0000370	0	0.23030E-07	440336.9	3768046.8	284.2	3.50	4.00	1.63	YES
L0000371	0	0.23030E-07	440328.3	3768046.7	284.3	3.50	4.00	1.63	YES
L0000372	0	0.23030E-07	440319.7	3768046.7	284.3	3.50	4.00	1.63	YES
L0000373	0	0.23030E-07	440311.1	3768046.7	284.3	3.50	4.00	1.63	YES
L0000374	0	0.23030E-07	440302.5	3768046.7	284.3	3.50	4.00	1.63	YES
L0000375	0	0.23030E-07	440294.0	3768046.7	284.4	3.50	4.00	1.63	YES
L0000376	0	0.23030E-07	440285.4	3768046.7	284.4	3.50	4.00	1.63	YES
L0000377	0	0.23030E-07	440276.8	3768046.7	284.4	3.50	4.00	1.63	YES
L0000378	0	0.23030E-07	440268.2	3768046.6	284.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000379	0	0.23030E-07	440259.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000380	0	0.23030E-07	440251.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000381	0	0.23030E-07	440242.4	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000382	0	0.23030E-07	440233.8	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000383	0	0.23030E-07	440225.2	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000384	0	0.23030E-07	440216.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000385	0	0.23030E-07	440208.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000386	0	0.23030E-07	440199.5	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000387	0	0.23030E-07	440190.9	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000388	0	0.23030E-07	440182.3	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000389	0	0.23030E-07	440173.7	3768046.5	284.5	3.50	4.00	1.63	YES	

L0000390	0	0.23030E-07	440165.1	3768046.5	284.6	3.50	4.00	1.63	YES
L0000391	0	0.23030E-07	440156.5	3768046.5	284.7	3.50	4.00	1.63	YES
L0000392	0	0.23030E-07	440147.9	3768046.5	284.7	3.50	4.00	1.63	YES
L0000393	0	0.23030E-07	440139.3	3768046.5	284.8	3.50	4.00	1.63	YES
L0000394	0	0.23030E-07	440130.7	3768046.4	284.9	3.50	4.00	1.63	YES
L0000395	0	0.23030E-07	440122.1	3768046.4	285.0	3.50	4.00	1.63	YES
L0000396	0	0.23030E-07	440113.6	3768046.4	285.0	3.50	4.00	1.63	YES
L0000397	0	0.23030E-07	440105.0	3768046.4	285.0	3.50	4.00	1.63	YES
L0000398	0	0.23030E-07	440096.4	3768046.4	285.1	3.50	4.00	1.63	YES
L0000399	0	0.23030E-07	440087.8	3768046.4	285.1	3.50	4.00	1.63	YES
L0000400	0	0.23030E-07	440079.2	3768046.4	285.1	3.50	4.00	1.63	YES
L0000401	0	0.23030E-07	440070.6	3768046.4	285.1	3.50	4.00	1.63	YES
L0000402	0	0.23030E-07	440062.0	3768046.3	285.1	3.50	4.00	1.63	YES
L0000403	0	0.23030E-07	440053.4	3768046.3	285.2	3.50	4.00	1.63	YES
L0000404	0	0.23030E-07	440044.8	3768046.3	285.2	3.50	4.00	1.63	YES
L0000405	0	0.23030E-07	440036.2	3768046.3	285.2	3.50	4.00	1.63	YES
L0000406	0	0.23030E-07	440027.6	3768046.3	285.2	3.50	4.00	1.63	YES
L0000407	0	0.23030E-07	440019.1	3768046.3	285.2	3.50	4.00	1.63	YES
L0000408	0	0.23030E-07	440010.5	3768046.3	285.3	3.50	4.00	1.63	YES
L0000409	0	0.23030E-07	440001.9	3768046.2	285.3	3.50	4.00	1.63	YES
L0000410	0	0.23030E-07	439993.3	3768046.2	285.4	3.50	4.00	1.63	YES
L0000411	0	0.23030E-07	439984.7	3768046.2	285.4	3.50	4.00	1.63	YES
L0000412	0	0.23030E-07	439976.1	3768046.2	285.5	3.50	4.00	1.63	YES
L0000413	0	0.23030E-07	439967.5	3768046.2	285.5	3.50	4.00	1.63	YES
L0000414	0	0.23030E-07	439958.9	3768046.2	285.5	3.50	4.00	1.63	YES
L0000415	0	0.23030E-07	439950.3	3768046.2	285.5	3.50	4.00	1.63	YES
L0000416	0	0.23030E-07	439941.7	3768046.2	285.5	3.50	4.00	1.63	YES
L0000417	0	0.23030E-07	439933.1	3768046.1	285.5	3.50	4.00	1.63	YES
L0000418	0	0.23030E-07	439924.6	3768046.1	285.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000419	0	0.23030E-07	439916.0	3768046.1	285.4	3.50	4.00	1.63	YES	
L0000420	0	0.23030E-07	439907.4	3768046.1	285.3	3.50	4.00	1.63	YES	
L0000421	0	0.12260E-07	439929.9	3768065.1	285.8	3.50	4.00	1.63	YES	
L0000422	0	0.12260E-07	439929.9	3768073.7	285.9	3.50	4.00	1.63	YES	
L0000423	0	0.12260E-07	439929.9	3768082.3	286.0	3.50	4.00	1.63	YES	
L0000424	0	0.12260E-07	439929.9	3768090.9	286.2	3.50	4.00	1.63	YES	
L0000425	0	0.12260E-07	439929.8	3768099.5	286.3	3.50	4.00	1.63	YES	
L0000426	0	0.12260E-07	439929.8	3768108.1	286.4	3.50	4.00	1.63	YES	

L0000427	0	0.12260E-07	439929.8	3768116.7	286.6	3.50	4.00	1.63	YES
L0000428	0	0.12260E-07	439929.8	3768125.3	286.7	3.50	4.00	1.63	YES
L0000429	0	0.12260E-07	439929.8	3768133.9	286.9	3.50	4.00	1.63	YES
L0000430	0	0.12260E-07	439929.8	3768142.5	287.0	3.50	4.00	1.63	YES
L0000431	0	0.12260E-07	439929.7	3768151.0	287.1	3.50	4.00	1.63	YES
L0000432	0	0.12260E-07	439929.7	3768159.6	287.2	3.50	4.00	1.63	YES
L0000433	0	0.12260E-07	439929.7	3768168.2	287.4	3.50	4.00	1.63	YES
L0000434	0	0.12260E-07	439929.7	3768176.8	287.5	3.50	4.00	1.63	YES
L0000435	0	0.12260E-07	439929.7	3768185.4	287.6	3.50	4.00	1.63	YES
L0000436	0	0.12260E-07	439929.7	3768194.0	287.8	3.50	4.00	1.63	YES
L0000437	0	0.12260E-07	439929.6	3768202.6	287.9	3.50	4.00	1.63	YES
L0000438	0	0.12260E-07	439929.6	3768211.2	288.0	3.50	4.00	1.63	YES
L0000439	0	0.12260E-07	439929.6	3768219.8	288.1	3.50	4.00	1.63	YES
L0000440	0	0.12260E-07	439929.6	3768228.4	288.2	3.50	4.00	1.63	YES
L0000441	0	0.12260E-07	439929.6	3768237.0	288.4	3.50	4.00	1.63	YES
L0000442	0	0.12260E-07	439929.6	3768245.5	288.5	3.50	4.00	1.63	YES
L0000443	0	0.12260E-07	439929.6	3768254.1	288.6	3.50	4.00	1.63	YES
L0000444	0	0.12260E-07	439929.5	3768262.7	288.7	3.50	4.00	1.63	YES
L0000445	0	0.12260E-07	439929.5	3768271.3	288.8	3.50	4.00	1.63	YES
L0000446	0	0.12260E-07	439929.5	3768279.9	288.9	3.50	4.00	1.63	YES
L0000447	0	0.12260E-07	439929.5	3768288.5	289.1	3.50	4.00	1.63	YES
L0000448	0	0.12260E-07	439929.5	3768297.1	289.2	3.50	4.00	1.63	YES
L0000449	0	0.12260E-07	439929.5	3768305.7	289.3	3.50	4.00	1.63	YES
L0000450	0	0.12260E-07	439929.4	3768314.3	289.4	3.50	4.00	1.63	YES
L0000451	0	0.12260E-07	439929.4	3768322.9	289.5	3.50	4.00	1.63	YES
L0000452	0	0.12260E-07	439929.4	3768331.5	289.7	3.50	4.00	1.63	YES
L0000453	0	0.12260E-07	439929.4	3768340.0	289.8	3.50	4.00	1.63	YES
L0000454	0	0.12260E-07	439929.4	3768348.6	289.9	3.50	4.00	1.63	YES
L0000455	0	0.12260E-07	439929.4	3768357.2	290.0	3.50	4.00	1.63	YES
L0000456	0	0.12260E-07	439929.3	3768365.8	290.1	3.50	4.00	1.63	YES
L0000457	0	0.12260E-07	439929.3	3768374.4	290.3	3.50	4.00	1.63	YES
L0000458	0	0.12260E-07	439929.3	3768383.0	290.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000459	0	0.12260E-07	439929.3	3768391.6	290.6	3.50	4.00	1.63	YES	
L0000460	0	0.12260E-07	439929.3	3768400.2	290.7	3.50	4.00	1.63	YES	
L0000461	0	0.12260E-07	439929.3	3768408.8	290.9	3.50	4.00	1.63	YES	
L0000462	0	0.12260E-07	439929.3	3768417.4	291.1	3.50	4.00	1.63	YES	
L0000463	0	0.12260E-07	439929.2	3768425.9	291.2	3.50	4.00	1.63	YES	

L0000464	0	0.12260E-07	439929.2	3768434.5	291.4	3.50	4.00	1.63	YES
L0000465	0	0.12260E-07	439929.2	3768443.1	291.4	3.50	4.00	1.63	YES
L0000466	0	0.12260E-07	439929.2	3768451.7	291.5	3.50	4.00	1.63	YES
L0000467	0	0.12260E-07	439929.2	3768460.3	291.6	3.50	4.00	1.63	YES
L0000468	0	0.12260E-07	439929.2	3768468.9	291.7	3.50	4.00	1.63	YES
L0000469	0	0.12260E-07	439929.1	3768477.5	291.8	3.50	4.00	1.63	YES
L0000470	0	0.12260E-07	439929.1	3768486.1	291.9	3.50	4.00	1.63	YES
L0000471	0	0.12260E-07	439929.1	3768494.7	292.0	3.50	4.00	1.63	YES
L0000472	0	0.12260E-07	439929.1	3768503.3	292.1	3.50	4.00	1.63	YES
L0000473	0	0.12260E-07	439929.1	3768511.9	292.2	3.50	4.00	1.63	YES
L0000474	0	0.12260E-07	439929.1	3768520.4	292.3	3.50	4.00	1.63	YES
L0000475	0	0.12260E-07	439929.0	3768529.0	292.4	3.50	4.00	1.63	YES
L0000476	0	0.12260E-07	439929.0	3768537.6	292.5	3.50	4.00	1.63	YES
L0000477	0	0.12260E-07	439929.0	3768546.2	292.6	3.50	4.00	1.63	YES
L0000478	0	0.12260E-07	439929.0	3768554.8	292.7	3.50	4.00	1.63	YES
L0000479	0	0.12260E-07	439929.0	3768563.4	292.8	3.50	4.00	1.63	YES
L0000480	0	0.12260E-07	439929.0	3768572.0	292.9	3.50	4.00	1.63	YES
L0000481	0	0.12260E-07	439928.9	3768580.6	293.0	3.50	4.00	1.63	YES
L0000482	0	0.12260E-07	439928.9	3768589.2	293.1	3.50	4.00	1.63	YES
L0000483	0	0.12260E-07	439928.9	3768597.8	293.2	3.50	4.00	1.63	YES
L0000484	0	0.12260E-07	439928.9	3768606.4	293.3	3.50	4.00	1.63	YES
L0000485	0	0.12260E-07	439928.9	3768614.9	293.4	3.50	4.00	1.63	YES
L0000486	0	0.12260E-07	439928.9	3768623.5	293.5	3.50	4.00	1.63	YES
L0000487	0	0.12260E-07	439928.9	3768632.1	293.6	3.50	4.00	1.63	YES
L0000488	0	0.12260E-07	439928.8	3768640.7	293.7	3.50	4.00	1.63	YES
L0000489	0	0.12260E-07	439928.8	3768649.3	293.8	3.50	4.00	1.63	YES
L0000490	0	0.12260E-07	439928.8	3768657.9	293.9	3.50	4.00	1.63	YES
L0000491	0	0.12260E-07	439928.8	3768666.5	294.0	3.50	4.00	1.63	YES
L0000492	0	0.12260E-07	439928.8	3768675.1	294.2	3.50	4.00	1.63	YES
L0000493	0	0.12260E-07	439928.8	3768683.7	294.3	3.50	4.00	1.63	YES
L0000494	0	0.12260E-07	439928.7	3768692.3	294.4	3.50	4.00	1.63	YES
L0000495	0	0.12260E-07	439928.7	3768700.9	294.5	3.50	4.00	1.63	YES
L0000496	0	0.12260E-07	439928.7	3768709.4	294.6	3.50	4.00	1.63	YES
L0000497	0	0.12260E-07	439928.7	3768718.0	294.7	3.50	4.00	1.63	YES
L0000498	0	0.12260E-07	439928.7	3768726.6	294.9	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000499	0	0.12260E-07	439928.7	3768735.2	295.0	3.50	4.00	1.63	YES	
L0000500	0	0.12260E-07	439928.6	3768743.8	295.1	3.50	4.00	1.63	YES	

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L0000501         0   0.12330E-07  439901.1 3768028.8   285.0     3.50     4.00     1.63     YES
L0000502         0   0.12330E-07  439901.2 3768020.3   284.9     3.50     4.00     1.63     YES
L0000503         0   0.12330E-07  439901.2 3768011.7   284.8     3.50     4.00     1.63     YES
L0000504         0   0.12330E-07  439901.3 3768003.1   284.7     3.50     4.00     1.63     YES
L0000505         0   0.12330E-07  439901.4 3767994.5   284.5     3.50     4.00     1.63     YES
L0000506         0   0.12330E-07  439901.4 3767985.9   284.4     3.50     4.00     1.63     YES
L0000507         0   0.12330E-07  439901.5 3767977.3   284.3     3.50     4.00     1.63     YES
L0000508         0   0.12330E-07  439901.6 3767968.7   284.2     3.50     4.00     1.63     YES
L0000509         0   0.12330E-07  439901.6 3767960.1   284.0     3.50     4.00     1.63     YES
L0000510         0   0.12330E-07  439901.7 3767951.5   283.9     3.50     4.00     1.63     YES
L0000511         0   0.12330E-07  439901.8 3767942.9   283.8     3.50     4.00     1.63     YES
L0000512         0   0.12330E-07  439901.8 3767934.4   283.6     3.50     4.00     1.63     YES
L0000513         0   0.12330E-07  439901.9 3767925.8   283.5     3.50     4.00     1.63     YES
L0000514         0   0.12330E-07  439902.0 3767917.2   283.3     3.50     4.00     1.63     YES
L0000515         0   0.12330E-07  439902.0 3767908.6   283.2     3.50     4.00     1.63     YES
L0000516         0   0.12330E-07  439902.1 3767900.0   283.0     3.50     4.00     1.63     YES
L0000517         0   0.12330E-07  439902.2 3767891.4   282.9     3.50     4.00     1.63     YES
L0000518         0   0.12330E-07  439902.3 3767882.8   282.8     3.50     4.00     1.63     YES
L0000519         0   0.12330E-07  439902.3 3767874.2   282.6     3.50     4.00     1.63     YES
L0000520         0   0.12330E-07  439902.4 3767865.6   282.5     3.50     4.00     1.63     YES
L0000521         0   0.12330E-07  439902.5 3767857.0   282.3     3.50     4.00     1.63     YES
L0000522         0   0.12330E-07  439902.5 3767848.4   282.2     3.50     4.00     1.63     YES
L0000523         0   0.12330E-07  439902.6 3767839.9   282.0     3.50     4.00     1.63     YES
L0000524         0   0.12330E-07  439902.7 3767831.3   281.9     3.50     4.00     1.63     YES
L0000525         0   0.12330E-07  439902.7 3767822.7   281.8     3.50     4.00     1.63     YES
L0000526         0   0.12330E-07  439902.8 3767814.1   281.6     3.50     4.00     1.63     YES
L0000527         0   0.12330E-07  439902.9 3767805.5   281.4     3.50     4.00     1.63     YES
L0000528         0   0.12330E-07  439902.9 3767796.9   281.3     3.50     4.00     1.63     YES
L0000529         0   0.12330E-07  439903.0 3767788.3   281.1     3.50     4.00     1.63     YES
L0000530         0   0.12330E-07  439903.1 3767779.7   281.0     3.50     4.00     1.63     YES
L0000531         0   0.12330E-07  439903.1 3767771.1   280.8     3.50     4.00     1.63     YES
L0000532         0   0.12330E-07  439903.2 3767762.5   280.7     3.50     4.00     1.63     YES
L0000533         0   0.12330E-07  439903.3 3767754.0   280.6     3.50     4.00     1.63     YES
L0000534         0   0.12330E-07  439903.4 3767745.4   280.4     3.50     4.00     1.63     YES
L0000535         0   0.12330E-07  439903.4 3767736.8   280.3     3.50     4.00     1.63     YES
L0000536         0   0.12330E-07  439903.5 3767728.2   280.1     3.50     4.00     1.63     YES
L0000537         0   0.12330E-07  439903.6 3767719.6   280.0     3.50     4.00     1.63     YES
L0000538         0   0.12330E-07  439903.6 3767711.0   279.9     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                 ***        19:33:06
                                                                                                             PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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L0000539        0   0.12330E-07  439903.7 3767702.4   279.7     3.50     4.00     1.63     YES
L0000540        0   0.12330E-07  439903.8 3767693.8   279.6     3.50     4.00     1.63     YES
L0000541        0   0.12330E-07  439903.8 3767685.2   279.4     3.50     4.00     1.63     YES
L0000542        0   0.12330E-07  439903.9 3767676.6   279.3     3.50     4.00     1.63     YES
L0000543        0   0.12330E-07  439904.0 3767668.0   279.2     3.50     4.00     1.63     YES
L0000544        0   0.12330E-07  439904.0 3767659.5   279.0     3.50     4.00     1.63     YES
L0000545        0   0.12330E-07  439904.1 3767650.9   278.9     3.50     4.00     1.63     YES
L0000546        0   0.12330E-07  439904.2 3767642.3   278.8     3.50     4.00     1.63     YES
L0000547        0   0.12330E-07  439904.2 3767633.7   278.6     3.50     4.00     1.63     YES
L0000548        0   0.12330E-07  439904.3 3767625.1   278.5     3.50     4.00     1.63     YES
L0000549        0   0.12330E-07  439904.4 3767616.5   278.3     3.50     4.00     1.63     YES
L0000550        0   0.12330E-07  439904.5 3767607.9   278.2     3.50     4.00     1.63     YES
L0000551        0   0.12330E-07  439904.5 3767599.3   278.1     3.50     4.00     1.63     YES
L0000552        0   0.12330E-07  439904.6 3767590.7   277.9     3.50     4.00     1.63     YES
L0000553        0   0.12330E-07  439904.7 3767582.1   277.8     3.50     4.00     1.63     YES
L0000554        0   0.12330E-07  439904.7 3767573.6   277.7     3.50     4.00     1.63     YES
L0000555        0   0.12330E-07  439904.8 3767565.0   277.6     3.50     4.00     1.63     YES
L0000556        0   0.12330E-07  439904.9 3767556.4   277.4     3.50     4.00     1.63     YES
L0000557        0   0.12330E-07  439904.9 3767547.8   277.3     3.50     4.00     1.63     YES
L0000558        0   0.12330E-07  439905.0 3767539.2   277.2     3.50     4.00     1.63     YES
L0000559        0   0.12330E-07  439905.1 3767530.6   277.1     3.50     4.00     1.63     YES
L0000560        0   0.12330E-07  439905.1 3767522.0   276.9     3.50     4.00     1.63     YES
L0000561        0   0.12330E-07  439905.2 3767513.4   276.8     3.50     4.00     1.63     YES
L0000562        0   0.12330E-07  439905.3 3767504.8   276.7     3.50     4.00     1.63     YES
L0000563        0   0.12330E-07  439905.3 3767496.2   276.6     3.50     4.00     1.63     YES
L0000564        0   0.12330E-07  439905.4 3767487.6   276.5     3.50     4.00     1.63     YES
L0000565        0   0.12330E-07  439905.5 3767479.1   276.4     3.50     4.00     1.63     YES
L0000566        0   0.12330E-07  439905.6 3767470.5   276.3     3.50     4.00     1.63     YES
L0000567        0   0.12330E-07  439905.6 3767461.9   276.2     3.50     4.00     1.63     YES
L0000568        0   0.12330E-07  439905.7 3767453.3   276.0     3.50     4.00     1.63     YES
L0000569        0   0.12330E-07  439905.8 3767444.7   275.9     3.50     4.00     1.63     YES
L0000570        0   0.12330E-07  439905.8 3767436.1   275.8     3.50     4.00     1.63     YES
L0000571        0   0.12330E-07  439905.9 3767427.5   275.7     3.50     4.00     1.63     YES
L0000572        0   0.12330E-07  439906.0 3767418.9   275.6     3.50     4.00     1.63     YES
L0000573        0   0.12330E-07  439906.0 3767410.3   275.5     3.50     4.00     1.63     YES
L0000574        0   0.12330E-07  439906.1 3767401.7   275.4     3.50     4.00     1.63     YES
L0000575        0   0.12330E-07  439906.2 3767393.2   275.3     3.50     4.00     1.63     YES
L0000576        0   0.12330E-07  439906.2 3767384.6   275.2     3.50     4.00     1.63     YES
L0000577        0   0.12330E-07  439906.3 3767376.0   275.1     3.50     4.00     1.63     YES
L0000578        0   0.12330E-07  439906.4 3767367.4   275.0     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                    ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                 ***        19:33:06
                                                                                                             PAGE   9
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

            NUMBER EMISSION RATE                  BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
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SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0000579	0	0.12330E-07	439906.4	3767358.8	274.9	3.50	4.00	1.63	YES	
L0000580	0	0.12330E-07	439906.5	3767350.2	274.9	3.50	4.00	1.63	YES	
L0000581	0	0.12330E-07	439906.6	3767341.6	274.7	3.50	4.00	1.63	YES	
L0000582	0	0.12330E-07	439906.7	3767333.0	274.6	3.50	4.00	1.63	YES	
L0000583	0	0.12330E-07	439906.7	3767324.4	274.5	3.50	4.00	1.63	YES	
L0000584	0	0.12330E-07	439906.8	3767315.8	274.4	3.50	4.00	1.63	YES	
L0000585	0	0.12330E-07	439906.9	3767307.2	274.3	3.50	4.00	1.63	YES	
L0000586	0	0.12330E-07	439906.9	3767298.7	274.1	3.50	4.00	1.63	YES	
L0000587	0	0.12330E-07	439907.0	3767290.1	274.0	3.50	4.00	1.63	YES	
L0000588	0	0.12330E-07	439907.1	3767281.5	273.9	3.50	4.00	1.63	YES	
L0000589	0	0.12330E-07	439907.1	3767272.9	273.8	3.50	4.00	1.63	YES	
L0000590	0	0.12330E-07	439907.2	3767264.3	273.8	3.50	4.00	1.63	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	STCK1 , STCK2 , STCK3 , L0000339 , L0000340 , L0000341 , L0000342 , L0000343 ,
	L0000344 , L0000345 , L0000346 , L0000347 , L0000348 , L0000349 , L0000350 , L0000351 ,
	L0000352 , L0000353 , L0000354 , L0000355 , L0000356 , L0000357 , L0000358 , L0000359 ,
	L0000360 , L0000361 , L0000362 , L0000363 , L0000364 , L0000365 , L0000366 , L0000367 ,
	L0000368 , L0000369 , L0000370 , L0000371 , L0000372 , L0000373 , L0000374 , L0000375 ,
	L0000376 , L0000377 , L0000378 , L0000379 , L0000380 , L0000381 , L0000382 , L0000383 ,
	L0000384 , L0000385 , L0000386 , L0000387 , L0000388 , L0000389 , L0000390 , L0000391 ,
	L0000392 , L0000393 , L0000394 , L0000395 , L0000396 , L0000397 , L0000398 , L0000399 ,
	L0000400 , L0000401 , L0000402 , L0000403 , L0000404 , L0000405 , L0000406 , L0000407 ,
	L0000408 , L0000409 , L0000410 , L0000411 , L0000412 , L0000413 , L0000414 , L0000415 ,
	L0000416 , L0000417 , L0000418 , L0000419 , L0000420 , L0000421 , L0000422 , L0000423 ,

L0000424 , L0000425 , L0000426 , L0000427 , L0000428 , L0000429 , L0000430 , L0000431 ,

L0000432 , L0000433 , L0000434 , L0000435 , L0000436 , L0000437 , L0000438 , L0000439 ,

L0000440 , L0000441 , L0000442 , L0000443 , L0000444 , L0000445 , L0000446 , L0000447 ,

L0000448 , L0000449 , L0000450 , L0000451 , L0000452 , L0000453 , L0000454 , L0000455 ,

L0000456 , L0000457 , L0000458 , L0000459 , L0000460 , L0000461 , L0000462 , L0000463 ,

L0000464 , L0000465 , L0000466 , L0000467 , L0000468 , L0000469 , L0000470 , L0000471 ,

L0000472 , L0000473 , L0000474 , L0000475 , L0000476 , L0000477 , L0000478 , L0000479 ,

L0000480 , L0000481 , L0000482 , L0000483 , L0000484 , L0000485 , L0000486 , L0000487 ,

L0000488 , L0000489 , L0000490 , L0000491 , L0000492 , L0000493 , L0000494 , L0000495 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

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

L0000496 , L0000497 , L0000498 , L0000499 , L0000500 , L0000501 , L0000502 , L0000503 ,

L0000504 , L0000505 , L0000506 , L0000507 , L0000508 , L0000509 , L0000510 , L0000511 ,

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L0000520 , L0000521 , L0000522 , L0000523 , L0000524 , L0000525 , L0000526 , L0000527 ,

L0000528 , L0000529 , L0000530 , L0000531 , L0000532 , L0000533 , L0000534 , L0000535 ,

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L0000544 , L0000545 , L0000546 , L0000547 , L0000548 , L0000549 , L0000550 , L0000551 ,

L0000552 , L0000553 , L0000554 , L0000555 , L0000556 , L0000557 , L0000558 , L0000559 ,

L0000560 , L0000561 , L0000562 , L0000563 , L0000564 , L0000565 , L0000566 , L0000567 ,

L0000568 , L0000569 , L0000570 , L0000571 , L0000572 , L0000573 , L0000574 , L0000575 ,

L0000576 , L0000577 , L0000578 , L0000579 , L0000580 , L0000581 , L0000582 , L0000583 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs

2035210. STCK1 , STCK2 , STCK3 , L0000339 , L0000340 , L0000341 , L0000342 , L0000343 ,
L0000344 , L0000345 , L0000346 , L0000347 , L0000348 , L0000349 , L0000350 , L0000351 ,
L0000352 , L0000353 , L0000354 , L0000355 , L0000356 , L0000357 , L0000358 , L0000359 ,
L0000360 , L0000361 , L0000362 , L0000363 , L0000364 , L0000365 , L0000366 , L0000367 ,
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L0000488 , L0000489 , L0000490 , L0000491 , L0000492 , L0000493 , L0000494 , L0000495 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs

L0000496 , L0000497 , L0000498 , L0000499 , L0000500 , L0000501 , L0000502 , L0000503 ,

L0000504 , L0000505 , L0000506 , L0000507 , L0000508 , L0000509 , L0000510 , L0000511 ,

L0000512 , L0000513 , L0000514 , L0000515 , L0000516 , L0000517 , L0000518 , L0000519 ,

L0000520 , L0000521 , L0000522 , L0000523 , L0000524 , L0000525 , L0000526 , L0000527 ,

L0000528 , L0000529 , L0000530 , L0000531 , L0000532 , L0000533 , L0000534 , L0000535 ,

L0000536 , L0000537 , L0000538 , L0000539 , L0000540 , L0000541 , L0000542 , L0000543 ,

L0000544 , L0000545 , L0000546 , L0000547 , L0000548 , L0000549 , L0000550 , L0000551 ,

L0000552 , L0000553 , L0000554 , L0000555 , L0000556 , L0000557 , L0000558 , L0000559 ,

L0000560 , L0000561 , L0000562 , L0000563 , L0000564 , L0000565 , L0000566 , L0000567 ,

L0000568 , L0000569 , L0000570 , L0000571 , L0000572 , L0000573 , L0000574 , L0000575 ,

L0000576 , L0000577 , L0000578 , L0000579 , L0000580 , L0000581 , L0000582 , L0000583 ,

L0000584 , L0000585 , L0000586 , L0000587 , L0000588 , L0000589 , L0000590 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK1

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ

1	13.4,	119.2,	68.4,	-55.5,	59.2,	2	13.4,	121.7,	85.1,	-73.8,	55.0,
3	13.4,	120.6,	99.2,	-89.8,	49.2,	4	13.4,	115.8,	110.4,	-103.1,	41.9,
5	13.4,	107.5,	118.1,	-113.2,	33.4,	6	13.4,	95.9,	122.3,	-120.0,	23.8,
7	13.4,	81.4,	122.8,	-123.0,	13.5,	8	13.4,	64.4,	119.5,	-122.4,	2.8,
9	13.4,	50.2,	113.0,	-118.0,	-10.4,	10	13.4,	68.4,	119.2,	-118.7,	-21.3,
11	13.4,	85.1,	121.7,	-115.9,	-31.2,	12	13.4,	99.2,	120.6,	-109.5,	-40.2,
13	13.4,	110.4,	115.8,	-99.8,	-47.9,	14	13.4,	118.1,	107.5,	-87.1,	-54.2,
15	13.4,	122.3,	95.9,	-71.7,	-58.8,	16	13.4,	122.8,	81.4,	-54.2,	-61.6,
17	13.4,	119.5,	64.4,	-34.9,	-62.6,	18	13.4,	113.0,	50.2,	-14.7,	-61.5,
19	13.4,	119.2,	68.4,	-12.9,	-59.2,	20	13.4,	121.7,	85.1,	-11.3,	-55.0,
21	13.4,	120.6,	99.2,	-9.5,	-49.2,	22	13.4,	115.8,	110.4,	-7.3,	-41.9,
23	13.4,	107.5,	118.1,	-4.9,	-33.4,	24	13.4,	95.9,	122.3,	-2.4,	-23.8,
25	13.4,	81.4,	122.8,	0.2,	-13.5,	26	13.4,	64.4,	119.5,	2.8,	-2.8,
27	13.4,	50.2,	113.0,	5.0,	10.4,	28	13.4,	68.4,	119.2,	-0.4,	21.3,
29	13.4,	85.1,	121.7,	-5.8,	31.2,	30	13.4,	99.2,	120.6,	-11.1,	40.2,
31	13.4,	110.4,	115.8,	-16.0,	47.9,	32	13.4,	118.1,	107.5,	-20.4,	54.2,
33	13.4,	122.3,	95.9,	-24.2,	58.8,	34	13.4,	122.8,	81.4,	-27.2,	61.6,
35	13.4,	119.5,	64.4,	-29.4,	62.6,	36	13.4,	113.0,	50.2,	-35.6,	61.5,

SOURCE ID: STCK2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	13.4,	119.2,	68.4,	-44.4,	60.9,	2	13.4,	121.7,	85.1,	-63.1,	58.7,
3	13.4,	120.6,	99.2,	-79.9,	54.7,	4	13.4,	115.8,	110.4,	-94.3,	49.0,
5	13.4,	107.5,	118.1,	-105.8,	41.9,	6	13.4,	95.9,	122.3,	-114.1,	33.4,
7	13.4,	81.4,	122.8,	-119.0,	24.0,	8	13.4,	64.4,	119.5,	-120.2,	13.8,
9	13.4,	50.2,	113.0,	-117.8,	0.8,	10	13.4,	68.4,	119.2,	-120.5,	-10.2,
11	13.4,	85.1,	121.7,	-119.5,	-20.6,	12	13.4,	99.2,	120.6,	-115.0,	-30.3,
13	13.4,	110.4,	115.8,	-106.9,	-39.1,	14	13.4,	118.1,	107.5,	-95.6,	-46.8,
15	13.4,	122.3,	95.9,	-81.4,	-53.0,	16	13.4,	122.8,	81.4,	-64.7,	-57.6,
17	13.4,	119.5,	64.4,	-46.0,	-60.4,	18	13.4,	113.0,	50.2,	-25.9,	-61.3,
19	13.4,	119.2,	68.4,	-24.0,	-60.9,	20	13.4,	121.7,	85.1,	-22.0,	-58.7,
21	13.4,	120.6,	99.2,	-19.3,	-54.7,	22	13.4,	115.8,	110.4,	-16.1,	-49.0,
23	13.4,	107.5,	118.1,	-12.3,	-41.9,	24	13.4,	95.9,	122.3,	-8.2,	-33.4,
25	13.4,	81.4,	122.8,	-3.8,	-24.0,	26	13.4,	64.4,	119.5,	0.7,	-13.8,
27	13.4,	50.2,	113.0,	4.8,	-0.8,	28	13.4,	68.4,	119.2,	1.3,	10.2,
29	13.4,	85.1,	121.7,	-2.2,	20.6,	30	13.4,	99.2,	120.6,	-5.6,	30.3,
31	13.4,	110.4,	115.8,	-8.9,	39.1,	32	13.4,	118.1,	107.5,	-11.9,	46.8,
33	13.4,	122.3,	95.9,	-14.5,	53.0,	34	13.4,	122.8,	81.4,	-16.7,	57.6,
35	13.4,	119.5,	64.4,	-18.4,	60.4,	36	13.4,	113.0,	50.2,	-24.3,	61.3,

SOURCE ID: STCK3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	13.4,	120.6,	99.2,	-115.9,	66.0,	4	13.4,	115.8,	110.4,	-131.7,	53.9,
5	13.4,	107.5,	118.1,	-143.5,	40.1,	6	13.4,	95.9,	122.3,	-151.0,	25.2,
7	13.4,	81.4,	122.8,	-153.8,	9.5,	8	13.4,	64.4,	119.5,	-152.0,	-6.5,
9	13.4,	50.2,	113.0,	-145.5,	-24.7,	10	13.4,	68.4,	119.2,	-143.4,	-40.2,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,

15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	13.4,	120.6,	99.2,	16.7,	-66.0,	22	13.4,	115.8,	110.4,	21.4,	-53.9,
23	13.4,	107.5,	118.1,	25.4,	-40.1,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	13.4,	68.4,	119.2,	24.2,	40.2,
29	0.0,	0.0,	0.0,	0.0,	0.0,	30	0.0,	0.0,	0.0,	0.0,	0.0,
31	0.0,	0.0,	0.0,	0.0,	0.0,	32	0.0,	0.0,	0.0,	0.0,	0.0,
33	0.0,	0.0,	0.0,	0.0,	0.0,	34	0.0,	0.0,	0.0,	0.0,	0.0,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

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

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

439801.6, 439866.6, 439931.6, 439996.6, 440061.6, 440126.6, 440191.6, 440256.6, 440321.6, 440386.6,
440451.6, 440516.6, 440581.6, 440646.6, 440711.6, 440776.6, 440841.6, 440906.6, 440971.6, 441036.6,
441101.6,

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

3767366.7, 3767431.7, 3767496.7, 3767561.7, 3767626.7, 3767691.7, 3767756.7, 3767821.7, 3767886.7, 3767951.7,
3768016.7, 3768081.7, 3768146.7, 3768211.7, 3768276.7, 3768341.7, 3768406.7, 3768471.7, 3768536.7, 3768601.7,
3768666.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 439801.57	439866.57	439931.57	439996.57	440061.57	440126.57	440191.57	440256.57	440321.57
3768666.66	294.50	294.40	294.00	293.70	293.50	293.40	292.90	292.60	292.60
3768601.66	293.50	293.70	293.20	293.00	292.60	292.50	292.10	291.60	291.70

3768536.66	292.50	292.60	292.50	292.20	291.90	291.50	291.10	290.80	290.70
3768471.66	291.90	292.00	291.70	291.60	291.00	290.70	290.30	290.10	290.00
3768406.66	290.80	290.90	290.80	290.60	290.20	289.80	289.60	289.40	289.20
3768341.66	289.60	290.10	289.80	289.50	289.30	288.60	288.60	288.30	288.10
3768276.66	288.80	288.90	288.90	288.70	288.30	287.80	287.60	287.40	287.30
3768211.66	287.70	288.00	288.00	287.70	287.70	286.70	286.70	286.70	286.50
3768146.66	286.70	286.80	287.00	286.80	286.70	285.90	285.60	285.70	285.60
3768081.66	285.90	286.10	286.00	285.80	285.70	285.50	284.90	285.00	284.80
3768016.66	285.00	284.80	285.00	284.80	284.90	284.70	284.10	283.90	283.90
3767951.66	284.30	284.00	283.90	283.80	284.00	284.10	283.50	283.20	283.10
3767886.66	283.30	282.90	282.90	282.80	283.00	283.00	282.90	282.00	281.90
3767821.66	282.30	281.80	281.70	281.70	282.20	281.80	281.80	281.30	281.00
3767756.66	281.00	280.70	280.70	280.90	281.20	280.80	280.40	280.30	280.30
3767691.66	279.90	279.70	279.60	279.80	280.40	279.90	278.90	278.90	279.20
3767626.66	278.90	278.70	278.50	278.80	279.40	279.20	278.10	278.00	278.00
3767561.66	278.10	277.60	277.50	277.80	278.20	278.40	277.50	277.30	277.30
3767496.66	277.00	276.70	276.60	276.90	276.80	276.80	276.80	276.60	276.60
3767431.66	276.00	275.90	275.70	275.80	275.60	275.50	275.90	275.70	275.80
3767366.66	275.10	275.30	274.90	275.00	275.10	275.20	274.90	275.00	275.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	292.80	292.80	292.60	292.50	292.10	292.70	293.00	292.60	292.10
3768601.66	291.90	291.70	291.70	291.70	291.70	292.20	292.30	291.90	290.80
3768536.66	290.80	290.60	290.70	290.80	290.80	290.80	291.00	291.10	290.70
3768471.66	290.00	289.80	289.60	289.70	289.80	289.80	290.10	290.10	289.90
3768406.66	289.00	288.80	288.70	288.70	288.70	288.80	288.80	289.00	289.00
3768341.66	287.90	288.00	287.80	287.50	287.70	287.70	287.60	287.70	287.90
3768276.66	287.00	286.90	286.70	286.70	286.70	286.80	286.80	286.90	287.10
3768211.66	286.30	286.00	285.80	285.70	285.70	285.60	285.60	285.90	285.90
3768146.66	285.40	285.20	284.90	284.50	284.70	284.60	284.60	284.90	285.00
3768081.66	284.50	284.30	284.10	283.40	283.60	283.70	283.60	283.80	283.80
3768016.66	283.50	283.30	283.10	282.50	282.40	282.50	282.60	282.80	282.70
3767951.66	282.80	282.40	282.10	281.80	281.30	281.30	281.60	281.60	281.50
3767886.66	281.90	281.50	281.10	280.90	280.20	280.20	280.60	280.60	280.60
3767821.66	280.80	280.60	280.60	280.30	279.50	279.50	279.60	279.50	279.50
3767756.66	279.90	279.60	279.80	279.60	278.90	278.70	278.60	279.00	279.10
3767691.66	279.00	278.60	278.90	278.90	278.20	277.90	277.90	277.90	278.00
3767626.66	278.20	277.60	278.10	278.10	277.70	277.10	277.00	277.10	277.70
3767561.66	277.30	276.70	277.10	277.20	277.50	276.70	276.10	275.90	275.90

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 3767496.66 |       276.40      275.70      276.10      276.50      276.10      275.90      275.40      275.60      275.50
 3767431.66 |       275.50      274.80      275.30      275.80      275.30      275.30      274.70      274.00      274.00
 3767366.66 |       274.90      274.10      274.60      275.00      274.90      274.70      273.90      273.40      273.30

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                       ***        19:33:06
                                                                                                                 PAGE  18
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * ELEVATION HEIGHTS IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |    440971.57   441036.57   441101.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       291.90      292.10      292.80
 3768601.66 |       290.60      291.10      291.50
 3768536.66 |       290.40      290.20      290.20
 3768471.66 |       289.70      289.20      289.10
 3768406.66 |       288.60      288.50      288.20
 3768341.66 |       287.30      286.90      287.00
 3768276.66 |       286.30      285.90      285.90
 3768211.66 |       285.40      285.20      285.00
 3768146.66 |       284.70      284.20      284.00
 3768081.66 |       284.00      283.50      283.50
 3768016.66 |       282.80      282.70      282.50
 3767951.66 |       281.80      281.90      281.70
 3767886.66 |       280.80      281.10      280.70
 3767821.66 |       279.60      280.00      279.80
 3767756.66 |       279.20      279.10      278.90
 3767691.66 |       278.10      278.10      277.80
 3767626.66 |       277.50      277.60      277.50
 3767561.66 |       275.90      275.90      276.30
 3767496.66 |       275.80      275.60      275.50
 3767431.66 |       274.70      274.50      274.60
 3767366.66 |       273.70      273.50      273.60

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                       ***        19:33:06
                                                                                                                 PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * HILL HEIGHT SCALES IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |    439801.57   439866.57   439931.57   439996.57   440061.57   440126.57   440191.57   440256.57   440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
```

3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440971.57	441036.57	441101.57
3768666.66	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

```
    ( 440602.1, 3768013.6,     282.4,    3067.0,       0.0);        ( 440606.9, 3768072.1,     283.2,    3067.0,       0.0);
    ( 440528.0, 3767956.8,     282.1,    3067.0,       0.0);        ( 440393.1, 3767943.9,     282.7,    3067.0,       0.0);
    ( 440355.1, 3768069.8,     284.4,    3067.0,       0.0);        ( 440349.3, 3768032.1,     284.0,    3067.0,       0.0);
    ( 439859.8, 3768065.2,     285.8,    3067.0,       0.0);        ( 439954.8, 3768030.0,     285.3,    3067.0,       0.0);
    ( 439874.8, 3768029.3,     284.9,    3067.0,       0.0);        ( 439885.3, 3767904.7,     283.1,    3067.0,       0.0);
    ( 439876.8, 3767460.2,     276.2,    3067.0,       0.0);        ( 439948.7, 3768350.1,     289.9,    3067.0,       0.0);

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                       ***        19:33:06
                                                                                                                  PAGE  23
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                      LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                          SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                            ID            XR (METERS)   YR (METERS)         (METERS)
                        - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0000422            439931.6     3768081.7            -0.49
                         L0000423            439931.6     3768081.7            -6.78
                         L0000424            439931.6     3768081.7             0.81
                         L0000430            439931.6     3768146.7            -4.02
                         L0000431            439931.6     3768146.7            -3.85
                         L0000437            439931.6     3768211.7             0.67
                         L0000438            439931.6     3768211.7            -6.60
                         L0000439            439931.6     3768211.7            -0.26
                         L0000445            439931.6     3768276.7            -2.88
                         L0000446            439931.6     3768276.7            -4.75
                         L0000453            439931.6     3768341.7            -5.89
                         L0000454            439931.6     3768341.7            -1.29
                         L0000460            439931.6     3768406.7            -1.73
                         L0000461            439931.6     3768406.7            -5.48
                         L0000468            439931.6     3768471.7            -4.94
                         L0000469            439931.6     3768471.7            -2.28
                         L0000475            439931.6     3768536.7            -0.57
                         L0000476            439931.6     3768536.7            -5.88
                         L0000483            439931.6     3768601.7            -3.89
                         L0000484            439931.6     3768601.7            -3.20
                         L0000490            439931.6     3768666.7             0.58
                         L0000491            439931.6     3768666.7            -5.81
                         L0000492            439931.6     3768666.7             0.27

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                       ***        19:33:06
                                                                                                                  PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

```
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 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,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

Surface file: E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-16.4	0.171	-9.000	-9.000	-999.	170.	32.3	0.09	1.12	1.00	2.03	43.	7.9	285.9	2.0
12	01	01	1	02	-18.8	0.194	-9.000	-9.000	-999.	205.	41.3	0.09	1.12	1.00	2.28	34.	7.9	285.4	2.0
12	01	01	1	03	-17.8	0.182	-9.000	-9.000	-999.	187.	36.5	0.09	1.12	1.00	2.15	24.	7.9	282.0	2.0
12	01	01	1	04	-9.4	0.128	-9.000	-9.000	-999.	110.	19.6	0.09	1.12	1.00	1.55	41.	7.9	283.1	2.0
12	01	01	1	05	-16.9	0.173	-9.000	-9.000	-999.	173.	33.0	0.09	1.12	1.00	2.05	39.	7.9	280.4	2.0
12	01	01	1	06	-8.0	0.117	-9.000	-9.000	-999.	97.	17.8	0.09	1.12	1.00	1.43	21.	7.9	282.0	2.0
12	01	01	1	07	-7.6	0.115	-9.000	-9.000	-999.	93.	17.4	0.09	1.12	1.00	1.40	31.	7.9	282.5	2.0
12	01	01	1	08	-13.6	0.184	-9.000	-9.000	-999.	190.	40.5	0.09	1.12	0.54	2.16	34.	7.9	284.2	2.0
12	01	01	1	09	28.4	0.126	0.300	0.011	33.	108.	-6.2	0.09	1.12	0.32	1.03	29.	7.9	289.2	2.0
12	01	01	1	10	79.8	0.133	0.607	0.010	99.	116.	-2.6	0.09	1.12	0.25	0.94	173.	7.9	292.5	2.0
12	01	01	1	11	115.8	0.137	0.932	0.006	246.	121.	-2.0	0.09	1.12	0.22	0.92	172.	7.9	295.4	2.0
12	01	01	1	12	133.7	0.139	1.197	0.005	453.	125.	-1.8	0.09	1.12	0.21	0.92	146.	7.9	297.5	2.0
12	01	01	1	13	133.2	0.160	1.354	0.005	657.	153.	-2.7	0.09	1.12	0.21	1.14	117.	7.9	299.9	2.0
12	01	01	1	14	113.5	0.159	1.454	0.005	955.	151.	-3.1	0.09	1.12	0.23	1.16	285.	7.9	300.9	2.0

```
12 01 01   1 15   76.2  0.166  1.350  0.005 1138.  163.     -5.3  0.09   1.12   0.26    1.33   72.    7.9  302.0    2.0
12 01 01   1 16   23.5  0.175  0.925  0.005 1183.  175.    -19.9  0.09   1.12   0.35    1.65  107.    7.9  301.4    2.0
12 01 01   1 17   -6.1  0.107 -9.000 -9.000 -999.   86.     18.0  0.09   1.12   0.63    1.31  107.    7.9  298.1    2.0
12 01 01   1 18  -11.1  0.141 -9.000 -9.000 -999.  127.     22.1  0.09   1.12   1.00    1.69   86.    7.9  293.1    2.0
12 01 01   1 19   -3.2  0.076 -9.000 -9.000 -999.   51.     11.8  0.09   1.12   1.00    0.91   64.    7.9  292.0    2.0
12 01 01   1 20   -2.3  0.066 -9.000 -9.000 -999.   41.     11.2  0.09   1.12   1.00    0.74   73.    7.9  288.8    2.0
12 01 01   1 21  -10.0  0.133 -9.000 -9.000 -999.  116.     20.5  0.09   1.12   1.00    1.60   14.    7.9  288.1    2.0
12 01 01   1 22  -19.4  0.201 -9.000 -9.000 -999.  216.     44.5  0.09   1.12   1.00    2.36   22.    7.9  287.5    2.0
12 01 01   1 23  -23.7  0.246 -9.000 -9.000 -999.  293.     66.5  0.09   1.12   1.00    2.86   40.    7.9  287.0    2.0
12 01 01   1 24  -12.3  0.147 -9.000 -9.000 -999.  139.     23.8  0.09   1.12   1.00    1.76   40.    7.9  283.8    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   43.    2.03   286.0   99.0  -99.00  -99.00

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

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                       ***        19:33:06
                                                                                                                  PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     STCK1       , STCK2       , STCK3       , L0000339    , L0000340    ,
                 L0000341    , L0000342    , L0000343    , L0000344    , L0000345    , L0000346    , L0000347    , L0000348    ,
                 L0000349    , L0000350    , L0000351    , L0000352    , L0000353    , L0000354    , L0000355    , L0000356    ,
                 L0000357    , L0000358    , L0000359    , L0000360    , L0000361    , L0000362    , L0000363    ,  . . .      ,

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

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

   Y-COORD  |                                              X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       0.00003      0.00004      0.00008      0.00006      0.00004      0.00004      0.00004      0.00003      0.00003
 3768601.66 |       0.00003      0.00005      0.00010      0.00007      0.00005      0.00004      0.00004      0.00004      0.00004
 3768536.66 |       0.00003      0.00005      0.00010      0.00007      0.00005      0.00005      0.00005      0.00005      0.00005
 3768471.66 |       0.00004      0.00006      0.00011      0.00008      0.00006      0.00005      0.00005      0.00005      0.00006
 3768406.66 |       0.00004      0.00006      0.00011      0.00008      0.00006      0.00006      0.00006      0.00006      0.00007
 3768341.66 |       0.00004      0.00006      0.00012      0.00009      0.00007      0.00007      0.00007      0.00008      0.00008
 3768276.66 |       0.00005      0.00007      0.00012      0.00010      0.00008      0.00008      0.00009      0.00009      0.00010
 3768211.66 |       0.00005      0.00008      0.00012      0.00011      0.00010      0.00010      0.00011      0.00012      0.00014
 3768146.66 |       0.00006      0.00009      0.00015      0.00013      0.00013      0.00014      0.00015      0.00017      0.00019
 3768081.66 |       0.00006      0.00010      0.00018      0.00021      0.00023      0.00024      0.00027      0.00029      0.00033
 3768016.66 |       0.00007      0.00012      0.00022      0.00021      0.00022      0.00024      0.00027      0.00031      0.00038
 3767951.66 |       0.00007      0.00012      0.00017      0.00015      0.00015      0.00017      0.00020      0.00024      0.00032
 3767886.66 |       0.00007      0.00012      0.00017      0.00013      0.00014      0.00016      0.00018      0.00023      0.00031
 3767821.66 |       0.00007      0.00011      0.00016      0.00013      0.00013      0.00015      0.00018      0.00023      0.00029
```

```
 3767756.66 |       0.00007      0.00011      0.00016      0.00013      0.00013      0.00015      0.00018      0.00021      0.00024
 3767691.66 |       0.00007      0.00011      0.00016      0.00013      0.00013      0.00015      0.00017      0.00019      0.00019
 3767626.66 |       0.00007      0.00011      0.00016      0.00013      0.00013      0.00014      0.00015      0.00016      0.00016
 3767561.66 |       0.00007      0.00011      0.00016      0.00012      0.00012      0.00012      0.00013      0.00013      0.00013
 3767496.66 |       0.00007      0.00010      0.00016      0.00011      0.00011      0.00011      0.00011      0.00011      0.00010
 3767431.66 |       0.00006      0.00010      0.00015      0.00010      0.00009      0.00009      0.00009      0.00009      0.00008
 3767366.66 |       0.00006      0.00009      0.00014      0.00009      0.00008      0.00008      0.00008      0.00007      0.00007

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                               ***        19:33:06
                                                                                                                          PAGE  27

*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     STCK1       , STCK2       , STCK3       , L0000339    , L0000340    ,
                 L0000341    , L0000342    , L0000343    , L0000344    , L0000345    , L0000346    , L0000347    , L0000348    ,
                 L0000349    , L0000350    , L0000351    , L0000352    , L0000353    , L0000354    , L0000355    , L0000356    ,
                 L0000357    , L0000358    , L0000359    , L0000360    , L0000361    , L0000362    , L0000363    ,  . . .      ,

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

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     440386.57    440451.57    440516.57    440581.57    440646.57    440711.57    440776.57    440841.57    440906.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       0.00003      0.00003      0.00003      0.00003      0.00003      0.00003      0.00003      0.00003      0.00003
 3768601.66 |       0.00004      0.00004      0.00004      0.00004      0.00004      0.00004      0.00004      0.00004      0.00004
 3768536.66 |       0.00005      0.00005      0.00005      0.00005      0.00005      0.00005      0.00005      0.00005      0.00005
 3768471.66 |       0.00006      0.00006      0.00006      0.00006      0.00006      0.00006      0.00006      0.00006      0.00006
 3768406.66 |       0.00007      0.00007      0.00007      0.00007      0.00007      0.00007      0.00007      0.00008      0.00009
 3768341.66 |       0.00009      0.00009      0.00010      0.00009      0.00009      0.00009      0.00010      0.00011      0.00012
 3768276.66 |       0.00011      0.00012      0.00013      0.00012      0.00012      0.00013      0.00015      0.00017      0.00018
 3768211.66 |       0.00015      0.00017      0.00018      0.00018      0.00018      0.00020      0.00024      0.00026      0.00026
 3768146.66 |       0.00022      0.00027      0.00029      0.00029      0.00031      0.00038      0.00040      0.00037      0.00031
 3768081.66 |       0.00041      0.00047      0.00055      0.00060      0.00080      0.00062      0.00045      0.00034      0.00026
 3768016.66 |       0.00058      0.00076      0.00122      0.00070      0.00057      0.00039      0.00029      0.00024      0.00019
 3767951.66 |       0.00053      0.00066      0.00084      0.00032      0.00024      0.00020      0.00017      0.00015      0.00013
 3767886.66 |       0.00042      0.00048      0.00040      0.00025      0.00018      0.00014      0.00012      0.00010      0.00009
 3767821.66 |       0.00032      0.00032      0.00027      0.00019      0.00014      0.00011      0.00009      0.00008      0.00007
 3767756.66 |       0.00024      0.00023      0.00019      0.00014      0.00012      0.00010      0.00008      0.00007      0.00006
 3767691.66 |       0.00019      0.00017      0.00015      0.00012      0.00010      0.00008      0.00007      0.00006      0.00005
 3767626.66 |       0.00015      0.00014      0.00012      0.00010      0.00008      0.00007      0.00006      0.00005      0.00005
 3767561.66 |       0.00012      0.00011      0.00010      0.00008      0.00007      0.00006      0.00005      0.00005      0.00004
 3767496.66 |       0.00010      0.00009      0.00008      0.00007      0.00006      0.00005      0.00005      0.00004      0.00004
 3767431.66 |       0.00008      0.00007      0.00007      0.00006      0.00005      0.00005      0.00004      0.00004      0.00003
 3767366.66 |       0.00007      0.00006      0.00006      0.00005      0.00004      0.00004      0.00004      0.00003      0.00003

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                                               ***        19:33:06
```

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000339 , L0000340 ,
L0000341 , L0000342 , L0000343 , L0000344 , L0000345 , L0000346 , L0000347 , L0000348 ,
L0000349 , L0000350 , L0000351 , L0000352 , L0000353 , L0000354 , L0000355 , L0000356 ,
L0000357 , L0000358 , L0000359 , L0000360 , L0000361 , L0000362 , L0000363 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS)		
	440971.57	441036.57	441101.57
3768666.66	0.00003	0.00003	0.00003
3768601.66	0.00004	0.00004	0.00004
3768536.66	0.00005	0.00005	0.00006
3768471.66	0.00007	0.00007	0.00007
3768406.66	0.00009	0.00010	0.00010
3768341.66	0.00013	0.00013	0.00013
3768276.66	0.00018	0.00017	0.00016
3768211.66	0.00024	0.00021	0.00017
3768146.66	0.00025	0.00020	0.00016
3768081.66	0.00021	0.00017	0.00014
3768016.66	0.00016	0.00013	0.00011
3767951.66	0.00011	0.00010	0.00009
3767886.66	0.00008	0.00007	0.00007
3767821.66	0.00006	0.00006	0.00005
3767756.66	0.00005	0.00005	0.00004
3767691.66	0.00005	0.00004	0.00004
3767626.66	0.00004	0.00004	0.00003
3767561.66	0.00004	0.00003	0.00003
3767496.66	0.00003	0.00003	0.00003
3767431.66	0.00003	0.00003	0.00002
3767366.66	0.00003	0.00002	0.00002

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000339 , L0000340 ,
L0000341 , L0000342 , L0000343 , L0000344 , L0000345 , L0000346 , L0000347 , L0000348 ,
L0000349 , L0000350 , L0000351 , L0000352 , L0000353 , L0000354 , L0000355 , L0000356 ,
L0000357 , L0000358 , L0000359 , L0000360 , L0000361 , L0000362 , L0000363 , . . . ,

*** 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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        440602.09    3768013.62        0.00063                     440606.88    3768072.08        0.00089
        440528.03    3767956.84        0.00071                     440393.08    3767943.95        0.00054
        440355.10    3768069.75        0.00042                     440349.33    3768032.11        0.00048
        439859.83    3768065.24        0.00010                     439954.77    3768029.98        0.00026
        439874.75    3768029.30        0.00013                     439885.32    3767904.72        0.00015
        439876.84    3767460.18        0.00011                     439948.66    3768350.08        0.00014

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                               ***        19:33:06
                                                                                                            PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                   *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                            NETWORK
GROUP ID                        AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS       0.00122 AT (  440516.57,  3768016.66,   283.10,  3067.00,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS       0.00089 AT (  440606.88,  3768072.08,   283.24,  3067.00,    0.00)  DC
          3RD HIGHEST VALUE IS       0.00084 AT (  440516.57,  3767951.66,   282.10,  3067.00,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS       0.00080 AT (  440646.57,  3768081.66,   283.60,  3067.00,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS       0.00076 AT (  440451.57,  3768016.66,   283.30,  3067.00,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS       0.00071 AT (  440528.03,  3767956.84,   282.12,  3067.00,    0.00)  DC
          7TH HIGHEST VALUE IS       0.00070 AT (  440581.57,  3768016.66,   282.50,  3067.00,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS       0.00066 AT (  440451.57,  3767951.66,   282.40,  3067.00,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS       0.00063 AT (  440602.09,  3768013.62,   282.37,  3067.00,    0.00)  DC
         10TH HIGHEST VALUE IS       0.00062 AT (  440711.57,  3768081.66,   283.70,  3067.00,    0.00)  GC  UCART1


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

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2YR                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2024-2025                               ***        19:33:06
                                                                                                            PAGE  31
 *** 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            5 Warning Message(s)
A Total of         1628 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         1278 Calm Hours Identified

A Total of          350 Missing Hours Identified (  0.80 Percent)


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


   ********   WARNING MESSAGES   ********
SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/22/2022
** File: C:\Lakes\AERMOD View\19480 Belmont Sultana first 14 yr\19480 Belmont Sultana first 14 yr.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19480 Belmont Sultana 1st 14 yrs
   TITLETWO DPM Concentrations 2026-2039
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19480 Belmont Sultana first 14 yr.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION STCK1        POINT      440528.350  3768021.170      283.070
** DESCRSRC Idling location
   LOCATION STCK2        POINT      440528.153  3768009.908      282.940
** DESCRSRC Idling location
   LOCATION STCK3        POINT      440555.905  3768035.447      283.080
** DESCRSRC Idling location
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite truck travel
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.96E-07
```

```
** Elevated
** Building Height = 13.41
** SZINIT = 6.24
** Nodes = 7
** 440536.599, 3768002.870, 282.77, 3.50, 4.00
** 440536.599, 3768018.756, 283.06, 3.50, 4.00
** 440540.219, 3768021.773, 283.08, 3.50, 4.00
** 440550.475, 3768022.979, 282.90, 3.50, 4.00
** 440555.100, 3768024.387, 282.92, 3.50, 4.00
** 440556.910, 3768030.621, 282.95, 3.50, 4.00
** 440556.508, 3768038.866, 283.02, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000591     VOLUME   440536.599 3768007.165 282.88
   LOCATION L0000592     VOLUME   440536.599 3768015.756 282.97
   LOCATION L0000593     VOLUME   440541.092 3768021.875 283.01
   LOCATION L0000594     VOLUME   440549.624 3768022.879 282.97
   LOCATION L0000595     VOLUME   440555.908 3768027.171 282.98
   LOCATION L0000596     VOLUME   440556.667 3768035.613 283.07
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC Offsite travel along Belmont Street
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.31E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 440555.977, 3768047.079, 283.17, 3.50, 4.00
** 439901.705, 3768046.097, 285.21, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000597     VOLUME   440551.681 3768047.073 283.24
   LOCATION L0000598     VOLUME   440543.090 3768047.060 283.30
   LOCATION L0000599     VOLUME   440534.500 3768047.047 283.36
   LOCATION L0000600     VOLUME   440525.909 3768047.034 283.41
   LOCATION L0000601     VOLUME   440517.318 3768047.021 283.46
   LOCATION L0000602     VOLUME   440508.727 3768047.008 283.52
   LOCATION L0000603     VOLUME   440500.136 3768046.996 283.54
   LOCATION L0000604     VOLUME   440491.546 3768046.983 283.57
   LOCATION L0000605     VOLUME   440482.955 3768046.970 283.60
   LOCATION L0000606     VOLUME   440474.364 3768046.957 283.64
   LOCATION L0000607     VOLUME   440465.773 3768046.944 283.68
   LOCATION L0000608     VOLUME   440457.182 3768046.931 283.72
   LOCATION L0000609     VOLUME   440448.592 3768046.918 283.78
   LOCATION L0000610     VOLUME   440440.001 3768046.905 283.84
   LOCATION L0000611     VOLUME   440431.410 3768046.892 283.90
   LOCATION L0000612     VOLUME   440422.819 3768046.879 283.95
   LOCATION L0000613     VOLUME   440414.229 3768046.867 283.99
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LOCATION L0000614     VOLUME   440405.638 3768046.854 284.02
LOCATION L0000615     VOLUME   440397.047 3768046.841 283.99
LOCATION L0000616     VOLUME   440388.456 3768046.828 283.95
LOCATION L0000617     VOLUME   440379.865 3768046.815 283.93
LOCATION L0000618     VOLUME   440371.275 3768046.802 284.00
LOCATION L0000619     VOLUME   440362.684 3768046.789 284.06
LOCATION L0000620     VOLUME   440354.093 3768046.776 284.12
LOCATION L0000621     VOLUME   440345.502 3768046.763 284.18
LOCATION L0000622     VOLUME   440336.911 3768046.751 284.24
LOCATION L0000623     VOLUME   440328.321 3768046.738 284.29
LOCATION L0000624     VOLUME   440319.730 3768046.725 284.31
LOCATION L0000625     VOLUME   440311.139 3768046.712 284.33
LOCATION L0000626     VOLUME   440302.548 3768046.699 284.34
LOCATION L0000627     VOLUME   440293.957 3768046.686 284.36
LOCATION L0000628     VOLUME   440285.367 3768046.673 284.37
LOCATION L0000629     VOLUME   440276.776 3768046.660 284.38
LOCATION L0000630     VOLUME   440268.185 3768046.647 284.39
LOCATION L0000631     VOLUME   440259.594 3768046.634 284.40
LOCATION L0000632     VOLUME   440251.003 3768046.622 284.40
LOCATION L0000633     VOLUME   440242.413 3768046.609 284.41
LOCATION L0000634     VOLUME   440233.822 3768046.596 284.41
LOCATION L0000635     VOLUME   440225.231 3768046.583 284.41
LOCATION L0000636     VOLUME   440216.640 3768046.570 284.43
LOCATION L0000637     VOLUME   440208.050 3768046.557 284.44
LOCATION L0000638     VOLUME   440199.459 3768046.544 284.46
LOCATION L0000639     VOLUME   440190.868 3768046.531 284.48
LOCATION L0000640     VOLUME   440182.277 3768046.518 284.50
LOCATION L0000641     VOLUME   440173.686 3768046.505 284.54
LOCATION L0000642     VOLUME   440165.096 3768046.493 284.59
LOCATION L0000643     VOLUME   440156.505 3768046.480 284.65
LOCATION L0000644     VOLUME   440147.914 3768046.467 284.72
LOCATION L0000645     VOLUME   440139.323 3768046.454 284.82
LOCATION L0000646     VOLUME   440130.732 3768046.441 284.92
LOCATION L0000647     VOLUME   440122.142 3768046.428 284.99
LOCATION L0000648     VOLUME   440113.551 3768046.415 285.02
LOCATION L0000649     VOLUME   440104.960 3768046.402 285.04
LOCATION L0000650     VOLUME   440096.369 3768046.389 285.07
LOCATION L0000651     VOLUME   440087.778 3768046.376 285.09
LOCATION L0000652     VOLUME   440079.188 3768046.364 285.12
LOCATION L0000653     VOLUME   440070.597 3768046.351 285.14
LOCATION L0000654     VOLUME   440062.006 3768046.338 285.14
LOCATION L0000655     VOLUME   440053.415 3768046.325 285.15
LOCATION L0000656     VOLUME   440044.825 3768046.312 285.17
LOCATION L0000657     VOLUME   440036.234 3768046.299 285.18
LOCATION L0000658     VOLUME   440027.643 3768046.286 285.20
LOCATION L0000659     VOLUME   440019.052 3768046.273 285.23
LOCATION L0000660     VOLUME   440010.461 3768046.260 285.27
LOCATION L0000661     VOLUME   440001.871 3768046.247 285.31
LOCATION L0000662     VOLUME   439993.280 3768046.235 285.36
LOCATION L0000663     VOLUME   439984.689 3768046.222 285.41
LOCATION L0000664     VOLUME   439976.098 3768046.209 285.47
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   LOCATION L0000665     VOLUME   439967.507 3768046.196 285.50
   LOCATION L0000666     VOLUME   439958.917 3768046.183 285.50
   LOCATION L0000667     VOLUME   439950.326 3768046.170 285.50
   LOCATION L0000668     VOLUME   439941.735 3768046.157 285.49
   LOCATION L0000669     VOLUME   439933.144 3768046.144 285.47
   LOCATION L0000670     VOLUME   439924.553 3768046.131 285.44
   LOCATION L0000671     VOLUME   439915.963 3768046.118 285.39
   LOCATION L0000672     VOLUME   439907.372 3768046.106 285.32
** End of LINE VOLUME Source ID = SLINE2
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC From Belmont St NB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 7.07E-07
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439929.911, 3768060.841, 285.65, 3.50, 4.00
** 439928.643, 3768745.969, 294.98, 3.50, 4.00
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   LOCATION L0000673     VOLUME   439929.903 3768065.137 285.76
   LOCATION L0000674     VOLUME   439929.887 3768073.727 285.89
   LOCATION L0000675     VOLUME   439929.871 3768082.318 286.03
   LOCATION L0000676     VOLUME   439929.855 3768090.909 286.17
   LOCATION L0000677     VOLUME   439929.839 3768099.500 286.31
   LOCATION L0000678     VOLUME   439929.824 3768108.090 286.45
   LOCATION L0000679     VOLUME   439929.808 3768116.681 286.59
   LOCATION L0000680     VOLUME   439929.792 3768125.272 286.72
   LOCATION L0000681     VOLUME   439929.776 3768133.863 286.85
   LOCATION L0000682     VOLUME   439929.760 3768142.454 286.97
   LOCATION L0000683     VOLUME   439929.744 3768151.044 287.10
   LOCATION L0000684     VOLUME   439929.728 3768159.635 287.23
   LOCATION L0000685     VOLUME   439929.712 3768168.226 287.36
   LOCATION L0000686     VOLUME   439929.696 3768176.817 287.49
   LOCATION L0000687     VOLUME   439929.680 3768185.408 287.62
   LOCATION L0000688     VOLUME   439929.665 3768193.998 287.75
   LOCATION L0000689     VOLUME   439929.649 3768202.589 287.88
   LOCATION L0000690     VOLUME   439929.633 3768211.180 288.01
   LOCATION L0000691     VOLUME   439929.617 3768219.771 288.13
   LOCATION L0000692     VOLUME   439929.601 3768228.361 288.25
   LOCATION L0000693     VOLUME   439929.585 3768236.952 288.37
   LOCATION L0000694     VOLUME   439929.569 3768245.543 288.49
   LOCATION L0000695     VOLUME   439929.553 3768254.134 288.60
   LOCATION L0000696     VOLUME   439929.537 3768262.725 288.71
   LOCATION L0000697     VOLUME   439929.521 3768271.315 288.82
   LOCATION L0000698     VOLUME   439929.506 3768279.906 288.94
   LOCATION L0000699     VOLUME   439929.490 3768288.497 289.06
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LOCATION L0000700     VOLUME   439929.474 3768297.088 289.18
LOCATION L0000701     VOLUME   439929.458 3768305.679 289.30
LOCATION L0000702     VOLUME   439929.442 3768314.269 289.42
LOCATION L0000703     VOLUME   439929.426 3768322.860 289.54
LOCATION L0000704     VOLUME   439929.410 3768331.451 289.66
LOCATION L0000705     VOLUME   439929.394 3768340.042 289.78
LOCATION L0000706     VOLUME   439929.378 3768348.632 289.90
LOCATION L0000707     VOLUME   439929.363 3768357.223 290.01
LOCATION L0000708     VOLUME   439929.347 3768365.814 290.13
LOCATION L0000709     VOLUME   439929.331 3768374.405 290.27
LOCATION L0000710     VOLUME   439929.315 3768382.996 290.41
LOCATION L0000711     VOLUME   439929.299 3768391.586 290.55
LOCATION L0000712     VOLUME   439929.283 3768400.177 290.70
LOCATION L0000713     VOLUME   439929.267 3768408.768 290.88
LOCATION L0000714     VOLUME   439929.251 3768417.359 291.06
LOCATION L0000715     VOLUME   439929.235 3768425.950 291.24
LOCATION L0000716     VOLUME   439929.219 3768434.540 291.37
LOCATION L0000717     VOLUME   439929.204 3768443.131 291.44
LOCATION L0000718     VOLUME   439929.188 3768451.722 291.51
LOCATION L0000719     VOLUME   439929.172 3768460.313 291.58
LOCATION L0000720     VOLUME   439929.156 3768468.903 291.67
LOCATION L0000721     VOLUME   439929.140 3768477.494 291.77
LOCATION L0000722     VOLUME   439929.124 3768486.085 291.87
LOCATION L0000723     VOLUME   439929.108 3768494.676 291.97
LOCATION L0000724     VOLUME   439929.092 3768503.267 292.07
LOCATION L0000725     VOLUME   439929.076 3768511.857 292.17
LOCATION L0000726     VOLUME   439929.060 3768520.448 292.27
LOCATION L0000727     VOLUME   439929.045 3768529.039 292.37
LOCATION L0000728     VOLUME   439929.029 3768537.630 292.48
LOCATION L0000729     VOLUME   439929.013 3768546.221 292.58
LOCATION L0000730     VOLUME   439928.997 3768554.811 292.68
LOCATION L0000731     VOLUME   439928.981 3768563.402 292.79
LOCATION L0000732     VOLUME   439928.965 3768571.993 292.89
LOCATION L0000733     VOLUME   439928.949 3768580.584 292.99
LOCATION L0000734     VOLUME   439928.933 3768589.174 293.09
LOCATION L0000735     VOLUME   439928.917 3768597.765 293.19
LOCATION L0000736     VOLUME   439928.901 3768606.356 293.28
LOCATION L0000737     VOLUME   439928.886 3768614.947 293.38
LOCATION L0000738     VOLUME   439928.870 3768623.538 293.48
LOCATION L0000739     VOLUME   439928.854 3768632.128 293.59
LOCATION L0000740     VOLUME   439928.838 3768640.719 293.69
LOCATION L0000741     VOLUME   439928.822 3768649.310 293.80
LOCATION L0000742     VOLUME   439928.806 3768657.901 293.92
LOCATION L0000743     VOLUME   439928.790 3768666.492 294.04
LOCATION L0000744     VOLUME   439928.774 3768675.082 294.15
LOCATION L0000745     VOLUME   439928.758 3768683.673 294.27
LOCATION L0000746     VOLUME   439928.742 3768692.264 294.39
LOCATION L0000747     VOLUME   439928.727 3768700.855 294.51
LOCATION L0000748     VOLUME   439928.711 3768709.445 294.63
LOCATION L0000749     VOLUME   439928.695 3768718.036 294.74
LOCATION L0000750     VOLUME   439928.679 3768726.627 294.85
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   LOCATION L0000751     VOLUME   439928.663 3768735.218 294.96
   LOCATION L0000752     VOLUME   439928.647 3768743.809 295.09
** End of LINE VOLUME Source ID = SLINE3
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC From Belmont St SB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 7.98E-07
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439901.053, 3768033.145, 285.02, 3.50, 4.00
** 439907.230, 3767260.688, 273.69, 3.50, 4.00
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   LOCATION L0000753     VOLUME   439901.088 3768028.850 285.00
   LOCATION L0000754     VOLUME   439901.156 3768020.259 284.89
   LOCATION L0000755     VOLUME   439901.225 3768011.668 284.77
   LOCATION L0000756     VOLUME   439901.294 3768003.078 284.66
   LOCATION L0000757     VOLUME   439901.362 3767994.487 284.54
   LOCATION L0000758     VOLUME   439901.431 3767985.897 284.42
   LOCATION L0000759     VOLUME   439901.500 3767977.306 284.29
   LOCATION L0000760     VOLUME   439901.568 3767968.716 284.17
   LOCATION L0000761     VOLUME   439901.637 3767960.125 284.04
   LOCATION L0000762     VOLUME   439901.706 3767951.535 283.90
   LOCATION L0000763     VOLUME   439901.775 3767942.944 283.77
   LOCATION L0000764     VOLUME   439901.843 3767934.354 283.63
   LOCATION L0000765     VOLUME   439901.912 3767925.763 283.47
   LOCATION L0000766     VOLUME   439901.981 3767917.173 283.32
   LOCATION L0000767     VOLUME   439902.049 3767908.582 283.17
   LOCATION L0000768     VOLUME   439902.118 3767899.992 283.03
   LOCATION L0000769     VOLUME   439902.187 3767891.401 282.89
   LOCATION L0000770     VOLUME   439902.255 3767882.811 282.75
   LOCATION L0000771     VOLUME   439902.324 3767874.220 282.61
   LOCATION L0000772     VOLUME   439902.393 3767865.630 282.47
   LOCATION L0000773     VOLUME   439902.461 3767857.039 282.33
   LOCATION L0000774     VOLUME   439902.530 3767848.449 282.19
   LOCATION L0000775     VOLUME   439902.599 3767839.858 282.04
   LOCATION L0000776     VOLUME   439902.668 3767831.267 281.89
   LOCATION L0000777     VOLUME   439902.736 3767822.677 281.75
   LOCATION L0000778     VOLUME   439902.805 3767814.086 281.60
   LOCATION L0000779     VOLUME   439902.874 3767805.496 281.45
   LOCATION L0000780     VOLUME   439902.942 3767796.905 281.30
   LOCATION L0000781     VOLUME   439903.011 3767788.315 281.14
   LOCATION L0000782     VOLUME   439903.080 3767779.724 280.99
   LOCATION L0000783     VOLUME   439903.148 3767771.134 280.84
   LOCATION L0000784     VOLUME   439903.217 3767762.543 280.70
   LOCATION L0000785     VOLUME   439903.286 3767753.953 280.55
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LOCATION L0000786     VOLUME   439903.355 3767745.362 280.41
LOCATION L0000787     VOLUME   439903.423 3767736.772 280.26
LOCATION L0000788     VOLUME   439903.492 3767728.181 280.12
LOCATION L0000789     VOLUME   439903.561 3767719.591 279.98
LOCATION L0000790     VOLUME   439903.629 3767711.000 279.85
LOCATION L0000791     VOLUME   439903.698 3767702.410 279.71
LOCATION L0000792     VOLUME   439903.767 3767693.819 279.57
LOCATION L0000793     VOLUME   439903.835 3767685.229 279.43
LOCATION L0000794     VOLUME   439903.904 3767676.638 279.30
LOCATION L0000795     VOLUME   439903.973 3767668.047 279.16
LOCATION L0000796     VOLUME   439904.041 3767659.457 279.03
LOCATION L0000797     VOLUME   439904.110 3767650.866 278.89
LOCATION L0000798     VOLUME   439904.179 3767642.276 278.75
LOCATION L0000799     VOLUME   439904.248 3767633.685 278.62
LOCATION L0000800     VOLUME   439904.316 3767625.095 278.48
LOCATION L0000801     VOLUME   439904.385 3767616.504 278.34
LOCATION L0000802     VOLUME   439904.454 3767607.914 278.19
LOCATION L0000803     VOLUME   439904.522 3767599.323 278.05
LOCATION L0000804     VOLUME   439904.591 3767590.733 277.93
LOCATION L0000805     VOLUME   439904.660 3767582.142 277.81
LOCATION L0000806     VOLUME   439904.728 3767573.552 277.68
LOCATION L0000807     VOLUME   439904.797 3767564.961 277.56
LOCATION L0000808     VOLUME   439904.866 3767556.371 277.44
LOCATION L0000809     VOLUME   439904.934 3767547.780 277.32
LOCATION L0000810     VOLUME   439905.003 3767539.190 277.20
LOCATION L0000811     VOLUME   439905.072 3767530.599 277.08
LOCATION L0000812     VOLUME   439905.141 3767522.009 276.95
LOCATION L0000813     VOLUME   439905.209 3767513.418 276.82
LOCATION L0000814     VOLUME   439905.278 3767504.827 276.69
LOCATION L0000815     VOLUME   439905.347 3767496.237 276.58
LOCATION L0000816     VOLUME   439905.415 3767487.646 276.48
LOCATION L0000817     VOLUME   439905.484 3767479.056 276.37
LOCATION L0000818     VOLUME   439905.553 3767470.465 276.26
LOCATION L0000819     VOLUME   439905.621 3767461.875 276.15
LOCATION L0000820     VOLUME   439905.690 3767453.284 276.04
LOCATION L0000821     VOLUME   439905.759 3767444.694 275.93
LOCATION L0000822     VOLUME   439905.827 3767436.103 275.83
LOCATION L0000823     VOLUME   439905.896 3767427.513 275.72
LOCATION L0000824     VOLUME   439905.965 3767418.922 275.62
LOCATION L0000825     VOLUME   439906.034 3767410.332 275.52
LOCATION L0000826     VOLUME   439906.102 3767401.741 275.42
LOCATION L0000827     VOLUME   439906.171 3767393.151 275.32
LOCATION L0000828     VOLUME   439906.240 3767384.560 275.22
LOCATION L0000829     VOLUME   439906.308 3767375.970 275.13
LOCATION L0000830     VOLUME   439906.377 3767367.379 275.04
LOCATION L0000831     VOLUME   439906.446 3767358.789 274.95
LOCATION L0000832     VOLUME   439906.514 3767350.198 274.86
LOCATION L0000833     VOLUME   439906.583 3767341.608 274.74
LOCATION L0000834     VOLUME   439906.652 3767333.017 274.62
LOCATION L0000835     VOLUME   439906.720 3767324.426 274.51
LOCATION L0000836     VOLUME   439906.789 3767315.836 274.39
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   LOCATION L0000837     VOLUME   439906.858 3767307.245 274.26
   LOCATION L0000838     VOLUME   439906.927 3767298.655 274.14
   LOCATION L0000839     VOLUME   439906.995 3767290.064 274.02
   LOCATION L0000840     VOLUME   439907.064 3767281.474 273.93
   LOCATION L0000841     VOLUME   439907.133 3767272.883 273.84
   LOCATION L0000842     VOLUME   439907.201 3767264.293 273.76
** End of LINE VOLUME Source ID = SLINE4
** Source Parameters **
   SRCPARAM STCK1         4.85E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK2         4.85E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK3         4.85E-06     3.500   366.000  51.90000     0.100
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000591     0.00000003267      3.50      4.00      6.24
   SRCPARAM L0000592     0.00000003267      3.50      4.00      6.24
   SRCPARAM L0000593     0.00000003267      3.50      4.00      6.24
   SRCPARAM L0000594     0.00000003267      3.50      4.00      6.24
   SRCPARAM L0000595     0.00000003267      3.50      4.00      6.24
   SRCPARAM L0000596     0.00000003267      3.50      4.00      6.24
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** LINE VOLUME Source ID = SLINE2
   SRCPARAM L0000597     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000598     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000599     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000600     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000601     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000602     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000603     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000604     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000605     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000606     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000607     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000608     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000609     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000610     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000611     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000612     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000613     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000614     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000615     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000616     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000617     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000618     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000619     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000620     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000621     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000622     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000623     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000624     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000625     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000626     0.00000001724      3.50      4.00      1.63
   SRCPARAM L0000627     0.00000001724      3.50      4.00      1.63
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   SRCPARAM L0000628     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000629     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000630     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000631     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000632     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000633     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000634     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000635     0.000000001724      3.50      4.00      1.63
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   SRCPARAM L0000637     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000638     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000639     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000640     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000641     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000642     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000643     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000644     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000645     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000646     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000647     0.000000001724      3.50      4.00      1.63
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   SRCPARAM L0000654     0.000000001724      3.50      4.00      1.63
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   SRCPARAM L0000656     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000657     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000658     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000659     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000660     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000661     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000662     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000663     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000664     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000665     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000666     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000667     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000668     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000669     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000670     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000671     0.000000001724      3.50      4.00      1.63
   SRCPARAM L0000672     0.000000001724      3.50      4.00      1.63
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** LINE VOLUME Source ID = SLINE3
   SRCPARAM L0000673     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000674     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000675     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000676     0.000000008837      3.50      4.00      1.63
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SRCPARAM L0000677     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000678     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000679     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000680     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000681     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000682     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000683     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000684     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000685     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000686     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000687     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000688     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000689     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000690     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000691     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000692     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000693     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000694     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000695     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000696     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000697     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000698     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000699     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000700     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000701     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000702     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000703     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000704     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000705     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000706     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000707     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000708     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000709     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000710     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000711     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000712     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000713     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000714     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000715     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000716     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000717     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000718     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000719     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000720     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000721     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000722     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000723     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000724     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000725     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000726     0.000000008837      3.50      4.00      1.63
SRCPARAM L0000727     0.000000008837      3.50      4.00      1.63
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   SRCPARAM L0000728     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000729     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000730     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000731     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000732     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000733     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000734     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000735     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000736     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000737     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000738     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000739     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000740     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000741     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000742     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000743     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000744     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000745     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000746     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000747     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000748     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000749     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000750     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000751     0.000000008837      3.50      4.00      1.63
   SRCPARAM L0000752     0.000000008837      3.50      4.00      1.63
** ------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE4
   SRCPARAM L0000753     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000754     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000755     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000756     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000757     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000758     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000759     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000760     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000761     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000762     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000763     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000764     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000765     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000766     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000767     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000768     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000769     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000770     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000771     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000772     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000773     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000774     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000775     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000776     0.000000008867      3.50      4.00      1.63
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SRCPARAM L0000777     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000778     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000779     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000780     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000781     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000782     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000783     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000784     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000785     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000786     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000787     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000788     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000789     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000790     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000791     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000792     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000793     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000794     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000795     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000796     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000797     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000798     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000799     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000800     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000801     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000802     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000803     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000804     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000805     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000806     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000807     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000808     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000809     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000810     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000811     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000812     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000813     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000814     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000815     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000816     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000817     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000818     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000819     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000820     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000821     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000822     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000823     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000824     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000825     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000826     0.000000008867      3.50      4.00      1.63
SRCPARAM L0000827     0.000000008867      3.50      4.00      1.63
```

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   SRCPARAM L0000828     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000829     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000830     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000831     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000832     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000833     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000834     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000835     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000836     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000837     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000838     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000839     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000840     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000841     0.000000008867      3.50      4.00      1.63
   SRCPARAM L0000842     0.000000008867      3.50      4.00      1.63
** ------------------------------------------------------------------

** Building Downwash **
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41    13.41
   BUILDHGT STCK3           13.41    13.41    13.41    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41     0.00
   BUILDHGT STCK3            0.00     0.00     0.00    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98

   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK2          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
```

BUILDWID	STCK2	110.38	118.15	122.33	122.80	119.54	112.98
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	95.87
BUILDWID	STCK3	81.37	64.40	50.25	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	0.00
BUILDWID	STCK3	0.00	0.00	0.00	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	122.33
BUILDLEN	STCK3	122.80	119.54	112.98	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	-55.51	-73.77	-89.79	-103.08	-113.24	-119.95
XBADJ	STCK1	-123.03	-122.36	-117.98	-118.74	-115.89	-109.52
XBADJ	STCK1	-99.82	-87.09	-71.71	-54.16	-34.95	-14.69
XBADJ	STCK1	-12.87	-11.34	-9.46	-7.30	-4.91	-2.38
XBADJ	STCK1	0.23	2.83	5.00	-0.42	-5.83	-11.06
XBADJ	STCK1	-15.95	-20.36	-24.16	-27.21	-29.44	-35.56
XBADJ	STCK2	-44.38	-63.12	-79.93	-94.32	-105.84	-114.15
XBADJ	STCK2	-118.99	-120.21	-117.78	-120.50	-119.55	-114.98
XBADJ	STCK2	-106.91	-95.59	-81.36	-64.67	-46.01	-25.95
XBADJ	STCK2	-23.99	-21.99	-19.31	-16.05	-12.31	-8.18
XBADJ	STCK2	-3.81	0.67	4.80	1.34	-2.17	-5.60
XBADJ	STCK2	-8.87	-11.87	-14.50	-16.70	-18.39	-24.30
XBADJ	STCK3	0.00	0.00	-115.93	-131.72	-143.52	-150.95
XBADJ	STCK3	-153.80	-151.97	-145.53	-143.39	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	16.68	21.35	25.37	0.00
XBADJ	STCK3	0.00	0.00	0.00	24.23	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00

```
   YBADJ    STCK1           59.16    55.03    49.23    41.93    33.36    23.78
   YBADJ    STCK1           13.47     2.75   -10.44   -21.32   -31.21   -40.16
   YBADJ    STCK1          -47.89   -54.16   -58.79   -61.63   -62.59   -61.49
   YBADJ    STCK1          -59.16   -55.03   -49.23   -41.93   -33.36   -23.78
   YBADJ    STCK1          -13.47    -2.75    10.44    21.32    31.21    40.16
   YBADJ    STCK1           47.89    54.16    58.79    61.63    62.59    61.49

   YBADJ    STCK2           60.92    58.69    54.69    49.02    41.86    33.43
   YBADJ    STCK2           23.98    13.81     0.82   -10.19   -20.56   -30.31
   YBADJ    STCK2          -39.13   -46.77   -52.98   -57.59   -60.44   -61.29
   YBADJ    STCK2          -60.92   -58.69   -54.69   -49.02   -41.86   -33.43
   YBADJ    STCK2          -23.98   -13.81    -0.82    10.19    20.56    30.31
   YBADJ    STCK2           39.13    46.77    52.98    57.59    60.44    61.29

   YBADJ    STCK3            0.00     0.00    65.95    53.86    40.13    25.19
   YBADJ    STCK3            9.47    -6.52   -24.72   -40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK3            0.00     0.00   -65.95   -53.86   -40.13     0.00
   YBADJ    STCK3            0.00     0.00     0.00    40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19480 Belmont Sultana first 14 yr.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC"
   PROFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL"
   SURFDATA 3102 2012
   UAIRDATA 3190 2012
   PROFBASE 289.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
```

```
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19480 BELMONT SULTANA FIRST 14 YR.AD\PE00GALL.PLT" 31
   SUMMFILE "19480 Belmont Sultana first 14 yr.sum"
OU FINISHED


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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
 ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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


 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                  PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

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

 **Model Uses URBAN Dispersion Algorithm for the SBL for   255 Source(s),
   for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

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

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

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    255 Source(s);       1 Source Group(s); and     453 Receptor(s)

              with:      3 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    252 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


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

**The AERMET Input Meteorological Data Version Date:  16216

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

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

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   289.00 ;  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 =      4.0 MB of RAM.
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**Input Runstream File: aermod.inp
**Output Print File: aermod.out

**Detailed Error/Message File: 19480 Belmont Sultana first 14 yr.err
**File for Summary of Results: 19480 Belmont Sultana first 14 yr.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.48500E-05	440528.3	3768021.2	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK2	0	0.48500E-05	440528.2	3768009.9	282.9	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK3	0	0.48500E-05	440555.9	3768035.4	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	

*** AERMOD - VERSION 21112 *** *** 19480 Belmont Sultana 1st 14 yrs *** 02/22/22
*** AERMET - VERSION 16216 *** *** DPM Concentrations 2026-2039 *** 20:05:48

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000591	0	0.32670E-07	440536.6	3768007.2	282.9	3.50	4.00	6.24	YES	
L0000592	0	0.32670E-07	440536.6	3768015.8	283.0	3.50	4.00	6.24	YES	
L0000593	0	0.32670E-07	440541.1	3768021.9	283.0	3.50	4.00	6.24	YES	
L0000594	0	0.32670E-07	440549.6	3768022.9	283.0	3.50	4.00	6.24	YES	
L0000595	0	0.32670E-07	440555.9	3768027.2	283.0	3.50	4.00	6.24	YES	
L0000596	0	0.32670E-07	440556.7	3768035.6	283.1	3.50	4.00	6.24	YES	
L0000597	0	0.17240E-07	440551.7	3768047.1	283.2	3.50	4.00	1.63	YES	
L0000598	0	0.17240E-07	440543.1	3768047.1	283.3	3.50	4.00	1.63	YES	
L0000599	0	0.17240E-07	440534.5	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000600	0	0.17240E-07	440525.9	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000601	0	0.17240E-07	440517.3	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000602	0	0.17240E-07	440508.7	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000603	0	0.17240E-07	440500.1	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000604	0	0.17240E-07	440491.5	3768047.0	283.6	3.50	4.00	1.63	YES	

L0000605	0	0.17240E-07	440483.0	3768047.0	283.6	3.50	4.00	1.63	YES
L0000606	0	0.17240E-07	440474.4	3768047.0	283.6	3.50	4.00	1.63	YES
L0000607	0	0.17240E-07	440465.8	3768046.9	283.7	3.50	4.00	1.63	YES
L0000608	0	0.17240E-07	440457.2	3768046.9	283.7	3.50	4.00	1.63	YES
L0000609	0	0.17240E-07	440448.6	3768046.9	283.8	3.50	4.00	1.63	YES
L0000610	0	0.17240E-07	440440.0	3768046.9	283.8	3.50	4.00	1.63	YES
L0000611	0	0.17240E-07	440431.4	3768046.9	283.9	3.50	4.00	1.63	YES
L0000612	0	0.17240E-07	440422.8	3768046.9	283.9	3.50	4.00	1.63	YES
L0000613	0	0.17240E-07	440414.2	3768046.9	284.0	3.50	4.00	1.63	YES
L0000614	0	0.17240E-07	440405.6	3768046.9	284.0	3.50	4.00	1.63	YES
L0000615	0	0.17240E-07	440397.0	3768046.8	284.0	3.50	4.00	1.63	YES
L0000616	0	0.17240E-07	440388.5	3768046.8	283.9	3.50	4.00	1.63	YES
L0000617	0	0.17240E-07	440379.9	3768046.8	283.9	3.50	4.00	1.63	YES
L0000618	0	0.17240E-07	440371.3	3768046.8	284.0	3.50	4.00	1.63	YES
L0000619	0	0.17240E-07	440362.7	3768046.8	284.1	3.50	4.00	1.63	YES
L0000620	0	0.17240E-07	440354.1	3768046.8	284.1	3.50	4.00	1.63	YES
L0000621	0	0.17240E-07	440345.5	3768046.8	284.2	3.50	4.00	1.63	YES
L0000622	0	0.17240E-07	440336.9	3768046.8	284.2	3.50	4.00	1.63	YES
L0000623	0	0.17240E-07	440328.3	3768046.7	284.3	3.50	4.00	1.63	YES
L0000624	0	0.17240E-07	440319.7	3768046.7	284.3	3.50	4.00	1.63	YES
L0000625	0	0.17240E-07	440311.1	3768046.7	284.3	3.50	4.00	1.63	YES
L0000626	0	0.17240E-07	440302.5	3768046.7	284.3	3.50	4.00	1.63	YES
L0000627	0	0.17240E-07	440294.0	3768046.7	284.4	3.50	4.00	1.63	YES
L0000628	0	0.17240E-07	440285.4	3768046.7	284.4	3.50	4.00	1.63	YES
L0000629	0	0.17240E-07	440276.8	3768046.7	284.4	3.50	4.00	1.63	YES
L0000630	0	0.17240E-07	440268.2	3768046.6	284.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000631	0	0.17240E-07	440259.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000632	0	0.17240E-07	440251.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000633	0	0.17240E-07	440242.4	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000634	0	0.17240E-07	440233.8	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000635	0	0.17240E-07	440225.2	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000636	0	0.17240E-07	440216.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000637	0	0.17240E-07	440208.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000638	0	0.17240E-07	440199.5	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000639	0	0.17240E-07	440190.9	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000640	0	0.17240E-07	440182.3	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000641	0	0.17240E-07	440173.7	3768046.5	284.5	3.50	4.00	1.63	YES	

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L0000642         0   0.17240E-07  440165.1 3768046.5   284.6     3.50     4.00     1.63     YES
L0000643         0   0.17240E-07  440156.5 3768046.5   284.7     3.50     4.00     1.63     YES
L0000644         0   0.17240E-07  440147.9 3768046.5   284.7     3.50     4.00     1.63     YES
L0000645         0   0.17240E-07  440139.3 3768046.5   284.8     3.50     4.00     1.63     YES
L0000646         0   0.17240E-07  440130.7 3768046.4   284.9     3.50     4.00     1.63     YES
L0000647         0   0.17240E-07  440122.1 3768046.4   285.0     3.50     4.00     1.63     YES
L0000648         0   0.17240E-07  440113.6 3768046.4   285.0     3.50     4.00     1.63     YES
L0000649         0   0.17240E-07  440105.0 3768046.4   285.0     3.50     4.00     1.63     YES
L0000650         0   0.17240E-07  440096.4 3768046.4   285.1     3.50     4.00     1.63     YES
L0000651         0   0.17240E-07  440087.8 3768046.4   285.1     3.50     4.00     1.63     YES
L0000652         0   0.17240E-07  440079.2 3768046.4   285.1     3.50     4.00     1.63     YES
L0000653         0   0.17240E-07  440070.6 3768046.4   285.1     3.50     4.00     1.63     YES
L0000654         0   0.17240E-07  440062.0 3768046.3   285.1     3.50     4.00     1.63     YES
L0000655         0   0.17240E-07  440053.4 3768046.3   285.2     3.50     4.00     1.63     YES
L0000656         0   0.17240E-07  440044.8 3768046.3   285.2     3.50     4.00     1.63     YES
L0000657         0   0.17240E-07  440036.2 3768046.3   285.2     3.50     4.00     1.63     YES
L0000658         0   0.17240E-07  440027.6 3768046.3   285.2     3.50     4.00     1.63     YES
L0000659         0   0.17240E-07  440019.1 3768046.3   285.2     3.50     4.00     1.63     YES
L0000660         0   0.17240E-07  440010.5 3768046.3   285.3     3.50     4.00     1.63     YES
L0000661         0   0.17240E-07  440001.9 3768046.2   285.3     3.50     4.00     1.63     YES
L0000662         0   0.17240E-07  439993.3 3768046.2   285.4     3.50     4.00     1.63     YES
L0000663         0   0.17240E-07  439984.7 3768046.2   285.4     3.50     4.00     1.63     YES
L0000664         0   0.17240E-07  439976.1 3768046.2   285.5     3.50     4.00     1.63     YES
L0000665         0   0.17240E-07  439967.5 3768046.2   285.5     3.50     4.00     1.63     YES
L0000666         0   0.17240E-07  439958.9 3768046.2   285.5     3.50     4.00     1.63     YES
L0000667         0   0.17240E-07  439950.3 3768046.2   285.5     3.50     4.00     1.63     YES
L0000668         0   0.17240E-07  439941.7 3768046.2   285.5     3.50     4.00     1.63     YES
L0000669         0   0.17240E-07  439933.1 3768046.1   285.5     3.50     4.00     1.63     YES
L0000670         0   0.17240E-07  439924.6 3768046.1   285.4     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                 PAGE   5
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                                *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X         Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

L0000671         0   0.17240E-07  439916.0 3768046.1   285.4     3.50     4.00     1.63     YES
L0000672         0   0.17240E-07  439907.4 3768046.1   285.3     3.50     4.00     1.63     YES
L0000673         0   0.88370E-08  439929.9 3768065.1   285.8     3.50     4.00     1.63     YES
L0000674         0   0.88370E-08  439929.9 3768073.7   285.9     3.50     4.00     1.63     YES
L0000675         0   0.88370E-08  439929.9 3768082.3   286.0     3.50     4.00     1.63     YES
L0000676         0   0.88370E-08  439929.9 3768090.9   286.2     3.50     4.00     1.63     YES
L0000677         0   0.88370E-08  439929.8 3768099.5   286.3     3.50     4.00     1.63     YES
L0000678         0   0.88370E-08  439929.8 3768108.1   286.4     3.50     4.00     1.63     YES
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L0000679	0	0.88370E-08	439929.8	3768116.7	286.6	3.50	4.00	1.63	YES
L0000680	0	0.88370E-08	439929.8	3768125.3	286.7	3.50	4.00	1.63	YES
L0000681	0	0.88370E-08	439929.8	3768133.9	286.9	3.50	4.00	1.63	YES
L0000682	0	0.88370E-08	439929.8	3768142.5	287.0	3.50	4.00	1.63	YES
L0000683	0	0.88370E-08	439929.7	3768151.0	287.1	3.50	4.00	1.63	YES
L0000684	0	0.88370E-08	439929.7	3768159.6	287.2	3.50	4.00	1.63	YES
L0000685	0	0.88370E-08	439929.7	3768168.2	287.4	3.50	4.00	1.63	YES
L0000686	0	0.88370E-08	439929.7	3768176.8	287.5	3.50	4.00	1.63	YES
L0000687	0	0.88370E-08	439929.7	3768185.4	287.6	3.50	4.00	1.63	YES
L0000688	0	0.88370E-08	439929.7	3768194.0	287.8	3.50	4.00	1.63	YES
L0000689	0	0.88370E-08	439929.6	3768202.6	287.9	3.50	4.00	1.63	YES
L0000690	0	0.88370E-08	439929.6	3768211.2	288.0	3.50	4.00	1.63	YES
L0000691	0	0.88370E-08	439929.6	3768219.8	288.1	3.50	4.00	1.63	YES
L0000692	0	0.88370E-08	439929.6	3768228.4	288.2	3.50	4.00	1.63	YES
L0000693	0	0.88370E-08	439929.6	3768237.0	288.4	3.50	4.00	1.63	YES
L0000694	0	0.88370E-08	439929.6	3768245.5	288.5	3.50	4.00	1.63	YES
L0000695	0	0.88370E-08	439929.6	3768254.1	288.6	3.50	4.00	1.63	YES
L0000696	0	0.88370E-08	439929.5	3768262.7	288.7	3.50	4.00	1.63	YES
L0000697	0	0.88370E-08	439929.5	3768271.3	288.8	3.50	4.00	1.63	YES
L0000698	0	0.88370E-08	439929.5	3768279.9	288.9	3.50	4.00	1.63	YES
L0000699	0	0.88370E-08	439929.5	3768288.5	289.1	3.50	4.00	1.63	YES
L0000700	0	0.88370E-08	439929.5	3768297.1	289.2	3.50	4.00	1.63	YES
L0000701	0	0.88370E-08	439929.5	3768305.7	289.3	3.50	4.00	1.63	YES
L0000702	0	0.88370E-08	439929.4	3768314.3	289.4	3.50	4.00	1.63	YES
L0000703	0	0.88370E-08	439929.4	3768322.9	289.5	3.50	4.00	1.63	YES
L0000704	0	0.88370E-08	439929.4	3768331.5	289.7	3.50	4.00	1.63	YES
L0000705	0	0.88370E-08	439929.4	3768340.0	289.8	3.50	4.00	1.63	YES
L0000706	0	0.88370E-08	439929.4	3768348.6	289.9	3.50	4.00	1.63	YES
L0000707	0	0.88370E-08	439929.4	3768357.2	290.0	3.50	4.00	1.63	YES
L0000708	0	0.88370E-08	439929.3	3768365.8	290.1	3.50	4.00	1.63	YES
L0000709	0	0.88370E-08	439929.3	3768374.4	290.3	3.50	4.00	1.63	YES
L0000710	0	0.88370E-08	439929.3	3768383.0	290.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000711	0	0.88370E-08	439929.3	3768391.6	290.6	3.50	4.00	1.63	YES	
L0000712	0	0.88370E-08	439929.3	3768400.2	290.7	3.50	4.00	1.63	YES	
L0000713	0	0.88370E-08	439929.3	3768408.8	290.9	3.50	4.00	1.63	YES	
L0000714	0	0.88370E-08	439929.3	3768417.4	291.1	3.50	4.00	1.63	YES	
L0000715	0	0.88370E-08	439929.2	3768425.9	291.2	3.50	4.00	1.63	YES	

L0000716	0	0.88370E-08	439929.2	3768434.5	291.4	3.50	4.00	1.63	YES
L0000717	0	0.88370E-08	439929.2	3768443.1	291.4	3.50	4.00	1.63	YES
L0000718	0	0.88370E-08	439929.2	3768451.7	291.5	3.50	4.00	1.63	YES
L0000719	0	0.88370E-08	439929.2	3768460.3	291.6	3.50	4.00	1.63	YES
L0000720	0	0.88370E-08	439929.2	3768468.9	291.7	3.50	4.00	1.63	YES
L0000721	0	0.88370E-08	439929.1	3768477.5	291.8	3.50	4.00	1.63	YES
L0000722	0	0.88370E-08	439929.1	3768486.1	291.9	3.50	4.00	1.63	YES
L0000723	0	0.88370E-08	439929.1	3768494.7	292.0	3.50	4.00	1.63	YES
L0000724	0	0.88370E-08	439929.1	3768503.3	292.1	3.50	4.00	1.63	YES
L0000725	0	0.88370E-08	439929.1	3768511.9	292.2	3.50	4.00	1.63	YES
L0000726	0	0.88370E-08	439929.1	3768520.4	292.3	3.50	4.00	1.63	YES
L0000727	0	0.88370E-08	439929.0	3768529.0	292.4	3.50	4.00	1.63	YES
L0000728	0	0.88370E-08	439929.0	3768537.6	292.5	3.50	4.00	1.63	YES
L0000729	0	0.88370E-08	439929.0	3768546.2	292.6	3.50	4.00	1.63	YES
L0000730	0	0.88370E-08	439929.0	3768554.8	292.7	3.50	4.00	1.63	YES
L0000731	0	0.88370E-08	439929.0	3768563.4	292.8	3.50	4.00	1.63	YES
L0000732	0	0.88370E-08	439929.0	3768572.0	292.9	3.50	4.00	1.63	YES
L0000733	0	0.88370E-08	439928.9	3768580.6	293.0	3.50	4.00	1.63	YES
L0000734	0	0.88370E-08	439928.9	3768589.2	293.1	3.50	4.00	1.63	YES
L0000735	0	0.88370E-08	439928.9	3768597.8	293.2	3.50	4.00	1.63	YES
L0000736	0	0.88370E-08	439928.9	3768606.4	293.3	3.50	4.00	1.63	YES
L0000737	0	0.88370E-08	439928.9	3768614.9	293.4	3.50	4.00	1.63	YES
L0000738	0	0.88370E-08	439928.9	3768623.5	293.5	3.50	4.00	1.63	YES
L0000739	0	0.88370E-08	439928.9	3768632.1	293.6	3.50	4.00	1.63	YES
L0000740	0	0.88370E-08	439928.8	3768640.7	293.7	3.50	4.00	1.63	YES
L0000741	0	0.88370E-08	439928.8	3768649.3	293.8	3.50	4.00	1.63	YES
L0000742	0	0.88370E-08	439928.8	3768657.9	293.9	3.50	4.00	1.63	YES
L0000743	0	0.88370E-08	439928.8	3768666.5	294.0	3.50	4.00	1.63	YES
L0000744	0	0.88370E-08	439928.8	3768675.1	294.2	3.50	4.00	1.63	YES
L0000745	0	0.88370E-08	439928.8	3768683.7	294.3	3.50	4.00	1.63	YES
L0000746	0	0.88370E-08	439928.7	3768692.3	294.4	3.50	4.00	1.63	YES
L0000747	0	0.88370E-08	439928.7	3768700.9	294.5	3.50	4.00	1.63	YES
L0000748	0	0.88370E-08	439928.7	3768709.4	294.6	3.50	4.00	1.63	YES
L0000749	0	0.88370E-08	439928.7	3768718.0	294.7	3.50	4.00	1.63	YES
L0000750	0	0.88370E-08	439928.7	3768726.6	294.9	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000751	0	0.88370E-08	439928.7	3768735.2	295.0	3.50	4.00	1.63	YES	
L0000752	0	0.88370E-08	439928.6	3768743.8	295.1	3.50	4.00	1.63	YES	

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L0000753         0   0.88670E-08  439901.1 3768028.8   285.0     3.50     4.00     1.63     YES
L0000754         0   0.88670E-08  439901.2 3768020.3   284.9     3.50     4.00     1.63     YES
L0000755         0   0.88670E-08  439901.2 3768011.7   284.8     3.50     4.00     1.63     YES
L0000756         0   0.88670E-08  439901.3 3768003.1   284.7     3.50     4.00     1.63     YES
L0000757         0   0.88670E-08  439901.4 3767994.5   284.5     3.50     4.00     1.63     YES
L0000758         0   0.88670E-08  439901.4 3767985.9   284.4     3.50     4.00     1.63     YES
L0000759         0   0.88670E-08  439901.5 3767977.3   284.3     3.50     4.00     1.63     YES
L0000760         0   0.88670E-08  439901.6 3767968.7   284.2     3.50     4.00     1.63     YES
L0000761         0   0.88670E-08  439901.6 3767960.1   284.0     3.50     4.00     1.63     YES
L0000762         0   0.88670E-08  439901.7 3767951.5   283.9     3.50     4.00     1.63     YES
L0000763         0   0.88670E-08  439901.8 3767942.9   283.8     3.50     4.00     1.63     YES
L0000764         0   0.88670E-08  439901.8 3767934.4   283.6     3.50     4.00     1.63     YES
L0000765         0   0.88670E-08  439901.9 3767925.8   283.5     3.50     4.00     1.63     YES
L0000766         0   0.88670E-08  439902.0 3767917.2   283.3     3.50     4.00     1.63     YES
L0000767         0   0.88670E-08  439902.0 3767908.6   283.2     3.50     4.00     1.63     YES
L0000768         0   0.88670E-08  439902.1 3767900.0   283.0     3.50     4.00     1.63     YES
L0000769         0   0.88670E-08  439902.2 3767891.4   282.9     3.50     4.00     1.63     YES
L0000770         0   0.88670E-08  439902.3 3767882.8   282.8     3.50     4.00     1.63     YES
L0000771         0   0.88670E-08  439902.3 3767874.2   282.6     3.50     4.00     1.63     YES
L0000772         0   0.88670E-08  439902.4 3767865.6   282.5     3.50     4.00     1.63     YES
L0000773         0   0.88670E-08  439902.5 3767857.0   282.3     3.50     4.00     1.63     YES
L0000774         0   0.88670E-08  439902.5 3767848.4   282.2     3.50     4.00     1.63     YES
L0000775         0   0.88670E-08  439902.6 3767839.9   282.0     3.50     4.00     1.63     YES
L0000776         0   0.88670E-08  439902.7 3767831.3   281.9     3.50     4.00     1.63     YES
L0000777         0   0.88670E-08  439902.7 3767822.7   281.8     3.50     4.00     1.63     YES
L0000778         0   0.88670E-08  439902.8 3767814.1   281.6     3.50     4.00     1.63     YES
L0000779         0   0.88670E-08  439902.9 3767805.5   281.4     3.50     4.00     1.63     YES
L0000780         0   0.88670E-08  439902.9 3767796.9   281.3     3.50     4.00     1.63     YES
L0000781         0   0.88670E-08  439903.0 3767788.3   281.1     3.50     4.00     1.63     YES
L0000782         0   0.88670E-08  439903.1 3767779.7   281.0     3.50     4.00     1.63     YES
L0000783         0   0.88670E-08  439903.1 3767771.1   280.8     3.50     4.00     1.63     YES
L0000784         0   0.88670E-08  439903.2 3767762.5   280.7     3.50     4.00     1.63     YES
L0000785         0   0.88670E-08  439903.3 3767754.0   280.6     3.50     4.00     1.63     YES
L0000786         0   0.88670E-08  439903.4 3767745.4   280.4     3.50     4.00     1.63     YES
L0000787         0   0.88670E-08  439903.4 3767736.8   280.3     3.50     4.00     1.63     YES
L0000788         0   0.88670E-08  439903.5 3767728.2   280.1     3.50     4.00     1.63     YES
L0000789         0   0.88670E-08  439903.6 3767719.6   280.0     3.50     4.00     1.63     YES
L0000790         0   0.88670E-08  439903.6 3767711.0   279.9     3.50     4.00     1.63     YES
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  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

L0000791	0	0.88670E-08	439903.7	3767702.4	279.7	3.50	4.00	1.63	YES
L0000792	0	0.88670E-08	439903.8	3767693.8	279.6	3.50	4.00	1.63	YES
L0000793	0	0.88670E-08	439903.8	3767685.2	279.4	3.50	4.00	1.63	YES
L0000794	0	0.88670E-08	439903.9	3767676.6	279.3	3.50	4.00	1.63	YES
L0000795	0	0.88670E-08	439904.0	3767668.0	279.2	3.50	4.00	1.63	YES
L0000796	0	0.88670E-08	439904.0	3767659.5	279.0	3.50	4.00	1.63	YES
L0000797	0	0.88670E-08	439904.1	3767650.9	278.9	3.50	4.00	1.63	YES
L0000798	0	0.88670E-08	439904.2	3767642.3	278.8	3.50	4.00	1.63	YES
L0000799	0	0.88670E-08	439904.2	3767633.7	278.6	3.50	4.00	1.63	YES
L0000800	0	0.88670E-08	439904.3	3767625.1	278.5	3.50	4.00	1.63	YES
L0000801	0	0.88670E-08	439904.4	3767616.5	278.3	3.50	4.00	1.63	YES
L0000802	0	0.88670E-08	439904.5	3767607.9	278.2	3.50	4.00	1.63	YES
L0000803	0	0.88670E-08	439904.5	3767599.3	278.1	3.50	4.00	1.63	YES
L0000804	0	0.88670E-08	439904.6	3767590.7	277.9	3.50	4.00	1.63	YES
L0000805	0	0.88670E-08	439904.7	3767582.1	277.8	3.50	4.00	1.63	YES
L0000806	0	0.88670E-08	439904.7	3767573.6	277.7	3.50	4.00	1.63	YES
L0000807	0	0.88670E-08	439904.8	3767565.0	277.6	3.50	4.00	1.63	YES
L0000808	0	0.88670E-08	439904.9	3767556.4	277.4	3.50	4.00	1.63	YES
L0000809	0	0.88670E-08	439904.9	3767547.8	277.3	3.50	4.00	1.63	YES
L0000810	0	0.88670E-08	439905.0	3767539.2	277.2	3.50	4.00	1.63	YES
L0000811	0	0.88670E-08	439905.1	3767530.6	277.1	3.50	4.00	1.63	YES
L0000812	0	0.88670E-08	439905.1	3767522.0	276.9	3.50	4.00	1.63	YES
L0000813	0	0.88670E-08	439905.2	3767513.4	276.8	3.50	4.00	1.63	YES
L0000814	0	0.88670E-08	439905.3	3767504.8	276.7	3.50	4.00	1.63	YES
L0000815	0	0.88670E-08	439905.3	3767496.2	276.6	3.50	4.00	1.63	YES
L0000816	0	0.88670E-08	439905.4	3767487.6	276.5	3.50	4.00	1.63	YES
L0000817	0	0.88670E-08	439905.5	3767479.1	276.4	3.50	4.00	1.63	YES
L0000818	0	0.88670E-08	439905.6	3767470.5	276.3	3.50	4.00	1.63	YES
L0000819	0	0.88670E-08	439905.6	3767461.9	276.2	3.50	4.00	1.63	YES
L0000820	0	0.88670E-08	439905.7	3767453.3	276.0	3.50	4.00	1.63	YES
L0000821	0	0.88670E-08	439905.8	3767444.7	275.9	3.50	4.00	1.63	YES
L0000822	0	0.88670E-08	439905.8	3767436.1	275.8	3.50	4.00	1.63	YES
L0000823	0	0.88670E-08	439905.9	3767427.5	275.7	3.50	4.00	1.63	YES
L0000824	0	0.88670E-08	439906.0	3767418.9	275.6	3.50	4.00	1.63	YES
L0000825	0	0.88670E-08	439906.0	3767410.3	275.5	3.50	4.00	1.63	YES
L0000826	0	0.88670E-08	439906.1	3767401.7	275.4	3.50	4.00	1.63	YES
L0000827	0	0.88670E-08	439906.2	3767393.2	275.3	3.50	4.00	1.63	YES
L0000828	0	0.88670E-08	439906.2	3767384.6	275.2	3.50	4.00	1.63	YES
L0000829	0	0.88670E-08	439906.3	3767376.0	275.1	3.50	4.00	1.63	YES
L0000830	0	0.88670E-08	439906.4	3767367.4	275.0	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

NUMBER	EMISSION RATE	BASE	RELEASE	INIT.	INIT.	URBAN	EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0000831	0	0.88670E-08	439906.4	3767358.8	274.9	3.50	4.00	1.63	YES	
L0000832	0	0.88670E-08	439906.5	3767350.2	274.9	3.50	4.00	1.63	YES	
L0000833	0	0.88670E-08	439906.6	3767341.6	274.7	3.50	4.00	1.63	YES	
L0000834	0	0.88670E-08	439906.7	3767333.0	274.6	3.50	4.00	1.63	YES	
L0000835	0	0.88670E-08	439906.7	3767324.4	274.5	3.50	4.00	1.63	YES	
L0000836	0	0.88670E-08	439906.8	3767315.8	274.4	3.50	4.00	1.63	YES	
L0000837	0	0.88670E-08	439906.9	3767307.2	274.3	3.50	4.00	1.63	YES	
L0000838	0	0.88670E-08	439906.9	3767298.7	274.1	3.50	4.00	1.63	YES	
L0000839	0	0.88670E-08	439907.0	3767290.1	274.0	3.50	4.00	1.63	YES	
L0000840	0	0.88670E-08	439907.1	3767281.5	273.9	3.50	4.00	1.63	YES	
L0000841	0	0.88670E-08	439907.1	3767272.9	273.8	3.50	4.00	1.63	YES	
L0000842	0	0.88670E-08	439907.2	3767264.3	273.8	3.50	4.00	1.63	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	STCK1 , STCK2 , STCK3 , L0000591 , L0000592 , L0000593 , L0000594 , L0000595 ,
	L0000596 , L0000597 , L0000598 , L0000599 , L0000600 , L0000601 , L0000602 , L0000603 ,
	L0000604 , L0000605 , L0000606 , L0000607 , L0000608 , L0000609 , L0000610 , L0000611 ,
	L0000612 , L0000613 , L0000614 , L0000615 , L0000616 , L0000617 , L0000618 , L0000619 ,
	L0000620 , L0000621 , L0000622 , L0000623 , L0000624 , L0000625 , L0000626 , L0000627 ,
	L0000628 , L0000629 , L0000630 , L0000631 , L0000632 , L0000633 , L0000634 , L0000635 ,
	L0000636 , L0000637 , L0000638 , L0000639 , L0000640 , L0000641 , L0000642 , L0000643 ,
	L0000644 , L0000645 , L0000646 , L0000647 , L0000648 , L0000649 , L0000650 , L0000651 ,
	L0000652 , L0000653 , L0000654 , L0000655 , L0000656 , L0000657 , L0000658 , L0000659 ,
	L0000660 , L0000661 , L0000662 , L0000663 , L0000664 , L0000665 , L0000666 , L0000667 ,
	L0000668 , L0000669 , L0000670 , L0000671 , L0000672 , L0000673 , L0000674 , L0000675 ,

L0000676 , L0000677 , L0000678 , L0000679 , L0000680 , L0000681 , L0000682 , L0000683 ,

L0000684 , L0000685 , L0000686 , L0000687 , L0000688 , L0000689 , L0000690 , L0000691 ,

L0000692 , L0000693 , L0000694 , L0000695 , L0000696 , L0000697 , L0000698 , L0000699 ,

L0000700 , L0000701 , L0000702 , L0000703 , L0000704 , L0000705 , L0000706 , L0000707 ,

L0000708 , L0000709 , L0000710 , L0000711 , L0000712 , L0000713 , L0000714 , L0000715 ,

L0000716 , L0000717 , L0000718 , L0000719 , L0000720 , L0000721 , L0000722 , L0000723 ,

L0000724 , L0000725 , L0000726 , L0000727 , L0000728 , L0000729 , L0000730 , L0000731 ,

L0000732 , L0000733 , L0000734 , L0000735 , L0000736 , L0000737 , L0000738 , L0000739 ,

L0000740 , L0000741 , L0000742 , L0000743 , L0000744 , L0000745 , L0000746 , L0000747 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID SOURCE IDs

L0000748 , L0000749 , L0000750 , L0000751 , L0000752 , L0000753 , L0000754 , L0000755 ,

L0000756 , L0000757 , L0000758 , L0000759 , L0000760 , L0000761 , L0000762 , L0000763 ,

L0000764 , L0000765 , L0000766 , L0000767 , L0000768 , L0000769 , L0000770 , L0000771 ,

L0000772 , L0000773 , L0000774 , L0000775 , L0000776 , L0000777 , L0000778 , L0000779 ,

L0000780 , L0000781 , L0000782 , L0000783 , L0000784 , L0000785 , L0000786 , L0000787 ,

L0000788 , L0000789 , L0000790 , L0000791 , L0000792 , L0000793 , L0000794 , L0000795 ,

L0000796 , L0000797 , L0000798 , L0000799 , L0000800 , L0000801 , L0000802 , L0000803 ,

L0000804 , L0000805 , L0000806 , L0000807 , L0000808 , L0000809 , L0000810 , L0000811 ,

L0000812 , L0000813 , L0000814 , L0000815 , L0000816 , L0000817 , L0000818 , L0000819 ,

L0000820 , L0000821 , L0000822 , L0000823 , L0000824 , L0000825 , L0000826 , L0000827 ,

L0000828 , L0000829 , L0000830 , L0000831 , L0000832 , L0000833 , L0000834 , L0000835 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs

2035210. STCK1 , STCK2 , STCK3 , L0000591 , L0000592 , L0000593 , L0000594 , L0000595 ,
L0000596 , L0000597 , L0000598 , L0000599 , L0000600 , L0000601 , L0000602 , L0000603 ,
L0000604 , L0000605 , L0000606 , L0000607 , L0000608 , L0000609 , L0000610 , L0000611 ,
L0000612 , L0000613 , L0000614 , L0000615 , L0000616 , L0000617 , L0000618 , L0000619 ,
L0000620 , L0000621 , L0000622 , L0000623 , L0000624 , L0000625 , L0000626 , L0000627 ,
L0000628 , L0000629 , L0000630 , L0000631 , L0000632 , L0000633 , L0000634 , L0000635 ,
L0000636 , L0000637 , L0000638 , L0000639 , L0000640 , L0000641 , L0000642 , L0000643 ,
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L0000652 , L0000653 , L0000654 , L0000655 , L0000656 , L0000657 , L0000658 , L0000659 ,
L0000660 , L0000661 , L0000662 , L0000663 , L0000664 , L0000665 , L0000666 , L0000667 ,
L0000668 , L0000669 , L0000670 , L0000671 , L0000672 , L0000673 , L0000674 , L0000675 ,
L0000676 , L0000677 , L0000678 , L0000679 , L0000680 , L0000681 , L0000682 , L0000683 ,
L0000684 , L0000685 , L0000686 , L0000687 , L0000688 , L0000689 , L0000690 , L0000691 ,
L0000692 , L0000693 , L0000694 , L0000695 , L0000696 , L0000697 , L0000698 , L0000699 ,
L0000700 , L0000701 , L0000702 , L0000703 , L0000704 , L0000705 , L0000706 , L0000707 ,
L0000708 , L0000709 , L0000710 , L0000711 , L0000712 , L0000713 , L0000714 , L0000715 ,
L0000716 , L0000717 , L0000718 , L0000719 , L0000720 , L0000721 , L0000722 , L0000723 ,
L0000724 , L0000725 , L0000726 , L0000727 , L0000728 , L0000729 , L0000730 , L0000731 ,

L0000732 , L0000733 , L0000734 , L0000735 , L0000736 , L0000737 , L0000738 , L0000739 ,

L0000740 , L0000741 , L0000742 , L0000743 , L0000744 , L0000745 , L0000746 , L0000747 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs

L0000748 , L0000749 , L0000750 , L0000751 , L0000752 , L0000753 , L0000754 , L0000755 ,

L0000756 , L0000757 , L0000758 , L0000759 , L0000760 , L0000761 , L0000762 , L0000763 ,

L0000764 , L0000765 , L0000766 , L0000767 , L0000768 , L0000769 , L0000770 , L0000771 ,

L0000772 , L0000773 , L0000774 , L0000775 , L0000776 , L0000777 , L0000778 , L0000779 ,

L0000780 , L0000781 , L0000782 , L0000783 , L0000784 , L0000785 , L0000786 , L0000787 ,

L0000788 , L0000789 , L0000790 , L0000791 , L0000792 , L0000793 , L0000794 , L0000795 ,

L0000796 , L0000797 , L0000798 , L0000799 , L0000800 , L0000801 , L0000802 , L0000803 ,

L0000804 , L0000805 , L0000806 , L0000807 , L0000808 , L0000809 , L0000810 , L0000811 ,

L0000812 , L0000813 , L0000814 , L0000815 , L0000816 , L0000817 , L0000818 , L0000819 ,

L0000820 , L0000821 , L0000822 , L0000823 , L0000824 , L0000825 , L0000826 , L0000827 ,

L0000828 , L0000829 , L0000830 , L0000831 , L0000832 , L0000833 , L0000834 , L0000835 ,

L0000836 , L0000837 , L0000838 , L0000839 , L0000840 , L0000841 , L0000842 ,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: STCK1

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ

1	13.4,	119.2,	68.4,	-55.5,	59.2,	2	13.4,	121.7,	85.1,	-73.8,	55.0,
3	13.4,	120.6,	99.2,	-89.8,	49.2,	4	13.4,	115.8,	110.4,	-103.1,	41.9,
5	13.4,	107.5,	118.1,	-113.2,	33.4,	6	13.4,	95.9,	122.3,	-120.0,	23.8,
7	13.4,	81.4,	122.8,	-123.0,	13.5,	8	13.4,	64.4,	119.5,	-122.4,	2.8,
9	13.4,	50.2,	113.0,	-118.0,	-10.4,	10	13.4,	68.4,	119.2,	-118.7,	-21.3,
11	13.4,	85.1,	121.7,	-115.9,	-31.2,	12	13.4,	99.2,	120.6,	-109.5,	-40.2,
13	13.4,	110.4,	115.8,	-99.8,	-47.9,	14	13.4,	118.1,	107.5,	-87.1,	-54.2,
15	13.4,	122.3,	95.9,	-71.7,	-58.8,	16	13.4,	122.8,	81.4,	-54.2,	-61.6,
17	13.4,	119.5,	64.4,	-34.9,	-62.6,	18	13.4,	113.0,	50.2,	-14.7,	-61.5,
19	13.4,	119.2,	68.4,	-12.9,	-59.2,	20	13.4,	121.7,	85.1,	-11.3,	-55.0,
21	13.4,	120.6,	99.2,	-9.5,	-49.2,	22	13.4,	115.8,	110.4,	-7.3,	-41.9,
23	13.4,	107.5,	118.1,	-4.9,	-33.4,	24	13.4,	95.9,	122.3,	-2.4,	-23.8,
25	13.4,	81.4,	122.8,	0.2,	-13.5,	26	13.4,	64.4,	119.5,	2.8,	-2.8,
27	13.4,	50.2,	113.0,	5.0,	10.4,	28	13.4,	68.4,	119.2,	-0.4,	21.3,
29	13.4,	85.1,	121.7,	-5.8,	31.2,	30	13.4,	99.2,	120.6,	-11.1,	40.2,
31	13.4,	110.4,	115.8,	-16.0,	47.9,	32	13.4,	118.1,	107.5,	-20.4,	54.2,
33	13.4,	122.3,	95.9,	-24.2,	58.8,	34	13.4,	122.8,	81.4,	-27.2,	61.6,
35	13.4,	119.5,	64.4,	-29.4,	62.6,	36	13.4,	113.0,	50.2,	-35.6,	61.5,

SOURCE ID: STCK2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	13.4,	119.2,	68.4,	-44.4,	60.9,	2	13.4,	121.7,	85.1,	-63.1,	58.7,
3	13.4,	120.6,	99.2,	-79.9,	54.7,	4	13.4,	115.8,	110.4,	-94.3,	49.0,
5	13.4,	107.5,	118.1,	-105.8,	41.9,	6	13.4,	95.9,	122.3,	-114.1,	33.4,
7	13.4,	81.4,	122.8,	-119.0,	24.0,	8	13.4,	64.4,	119.5,	-120.2,	13.8,
9	13.4,	50.2,	113.0,	-117.8,	0.8,	10	13.4,	68.4,	119.2,	-120.5,	-10.2,
11	13.4,	85.1,	121.7,	-119.5,	-20.6,	12	13.4,	99.2,	120.6,	-115.0,	-30.3,
13	13.4,	110.4,	115.8,	-106.9,	-39.1,	14	13.4,	118.1,	107.5,	-95.6,	-46.8,
15	13.4,	122.3,	95.9,	-81.4,	-53.0,	16	13.4,	122.8,	81.4,	-64.7,	-57.6,
17	13.4,	119.5,	64.4,	-46.0,	-60.4,	18	13.4,	113.0,	50.2,	-25.9,	-61.3,
19	13.4,	119.2,	68.4,	-24.0,	-60.9,	20	13.4,	121.7,	85.1,	-22.0,	-58.7,
21	13.4,	120.6,	99.2,	-19.3,	-54.7,	22	13.4,	115.8,	110.4,	-16.1,	-49.0,
23	13.4,	107.5,	118.1,	-12.3,	-41.9,	24	13.4,	95.9,	122.3,	-8.2,	-33.4,
25	13.4,	81.4,	122.8,	-3.8,	-24.0,	26	13.4,	64.4,	119.5,	0.7,	-13.8,
27	13.4,	50.2,	113.0,	4.8,	-0.8,	28	13.4,	68.4,	119.2,	1.3,	10.2,
29	13.4,	85.1,	121.7,	-2.2,	20.6,	30	13.4,	99.2,	120.6,	-5.6,	30.3,
31	13.4,	110.4,	115.8,	-8.9,	39.1,	32	13.4,	118.1,	107.5,	-11.9,	46.8,
33	13.4,	122.3,	95.9,	-14.5,	53.0,	34	13.4,	122.8,	81.4,	-16.7,	57.6,
35	13.4,	119.5,	64.4,	-18.4,	60.4,	36	13.4,	113.0,	50.2,	-24.3,	61.3,

SOURCE ID: STCK3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	13.4,	120.6,	99.2,	-115.9,	66.0,	4	13.4,	115.8,	110.4,	-131.7,	53.9,
5	13.4,	107.5,	118.1,	-143.5,	40.1,	6	13.4,	95.9,	122.3,	-151.0,	25.2,
7	13.4,	81.4,	122.8,	-153.8,	9.5,	8	13.4,	64.4,	119.5,	-152.0,	-6.5,
9	13.4,	50.2,	113.0,	-145.5,	-24.7,	10	13.4,	68.4,	119.2,	-143.4,	-40.2,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,

15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	13.4,	120.6,	99.2,	16.7,	-66.0,	22	13.4,	115.8,	110.4,	21.4,	-53.9,
23	13.4,	107.5,	118.1,	25.4,	-40.1,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	13.4,	68.4,	119.2,	24.2,	40.2,
29	0.0,	0.0,	0.0,	0.0,	0.0,	30	0.0,	0.0,	0.0,	0.0,	0.0,
31	0.0,	0.0,	0.0,	0.0,	0.0,	32	0.0,	0.0,	0.0,	0.0,	0.0,
33	0.0,	0.0,	0.0,	0.0,	0.0,	34	0.0,	0.0,	0.0,	0.0,	0.0,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

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

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

439801.6, 439866.6, 439931.6, 439996.6, 440061.6, 440126.6, 440191.6, 440256.6, 440321.6, 440386.6,
440451.6, 440516.6, 440581.6, 440646.6, 440711.6, 440776.6, 440841.6, 440906.6, 440971.6, 441036.6,
441101.6,

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

3767366.7, 3767431.7, 3767496.7, 3767561.7, 3767626.7, 3767691.7, 3767756.7, 3767821.7, 3767886.7, 3767951.7,
3768016.7, 3768081.7, 3768146.7, 3768211.7, 3768276.7, 3768341.7, 3768406.7, 3768471.7, 3768536.7, 3768601.7,
3768666.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 439801.57	439866.57	439931.57	439996.57	440061.57	440126.57	440191.57	440256.57	440321.57
3768666.66	294.50	294.40	294.00	293.70	293.50	293.40	292.90	292.60	292.60
3768601.66	293.50	293.70	293.20	293.00	292.60	292.50	292.10	291.60	291.70

3768536.66	292.50	292.60	292.50	292.20	291.90	291.50	291.10	290.80	290.70
3768471.66	291.90	292.00	291.70	291.60	291.00	290.70	290.30	290.10	290.00
3768406.66	290.80	290.90	290.80	290.60	290.20	289.80	289.60	289.40	289.20
3768341.66	289.60	290.10	289.80	289.50	289.30	288.60	288.60	288.30	288.10
3768276.66	288.80	288.90	288.90	288.70	288.30	287.80	287.60	287.40	287.30
3768211.66	287.70	288.00	288.00	287.70	287.70	286.70	286.70	286.70	286.50
3768146.66	286.70	286.80	287.00	286.80	286.70	285.90	285.60	285.70	285.60
3768081.66	285.90	286.10	286.00	285.80	285.70	285.50	284.90	285.00	284.80
3768016.66	285.00	284.80	285.00	284.80	284.90	284.70	284.10	283.90	283.90
3767951.66	284.30	284.00	283.90	283.80	284.00	284.10	283.50	283.20	283.10
3767886.66	283.30	282.90	282.90	282.80	283.00	283.00	282.90	282.00	281.90
3767821.66	282.30	281.80	281.70	281.70	282.20	281.80	281.80	281.30	281.00
3767756.66	281.00	280.70	280.70	280.90	281.20	280.80	280.40	280.30	280.30
3767691.66	279.90	279.70	279.60	279.80	280.40	279.90	278.90	278.90	279.20
3767626.66	278.90	278.70	278.50	278.80	279.40	279.20	278.10	278.00	278.00
3767561.66	278.10	277.60	277.50	277.80	278.20	278.40	277.50	277.30	277.30
3767496.66	277.00	276.70	276.60	276.90	276.80	276.80	276.80	276.60	276.60
3767431.66	276.00	275.90	275.70	275.80	275.60	275.50	275.90	275.70	275.80
3767366.66	275.10	275.30	274.90	275.00	275.10	275.20	274.90	275.00	275.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	292.80	292.80	292.60	292.50	292.10	292.70	293.00	292.60	292.10
3768601.66	291.90	291.70	291.70	291.70	291.70	292.20	292.30	291.90	290.80
3768536.66	290.80	290.60	290.70	290.80	290.80	290.80	291.00	291.10	290.70
3768471.66	290.00	289.80	289.60	289.70	289.80	289.80	290.10	290.10	289.90
3768406.66	289.00	288.80	288.70	288.70	288.70	288.80	288.80	289.00	289.00
3768341.66	287.90	288.00	287.80	287.50	287.70	287.70	287.60	287.70	287.90
3768276.66	287.00	286.90	286.70	286.70	286.70	286.80	286.80	286.90	287.10
3768211.66	286.30	286.00	285.80	285.70	285.70	285.60	285.60	285.90	285.90
3768146.66	285.40	285.20	284.90	284.50	284.70	284.60	284.60	284.90	285.00
3768081.66	284.50	284.30	284.10	283.40	283.60	283.70	283.60	283.80	283.80
3768016.66	283.50	283.30	283.10	282.50	282.40	282.50	282.60	282.80	282.70
3767951.66	282.80	282.40	282.10	281.80	281.30	281.30	281.60	281.60	281.50
3767886.66	281.90	281.50	281.10	280.90	280.20	280.20	280.60	280.60	280.60
3767821.66	280.80	280.60	280.60	280.30	279.50	279.50	279.60	279.50	279.50
3767756.66	279.90	279.60	279.80	279.60	278.90	278.70	278.60	279.00	279.10
3767691.66	279.00	278.60	278.90	278.90	278.20	277.90	277.90	277.90	278.00
3767626.66	278.20	277.60	278.10	278.10	277.70	277.10	277.00	277.10	277.70
3767561.66	277.30	276.70	277.10	277.20	277.50	276.70	276.10	275.90	275.90

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 3767496.66 |       276.40      275.70      276.10      276.50      276.10      275.90      275.40      275.60      275.50
 3767431.66 |       275.50      274.80      275.30      275.80      275.30      275.30      274.70      274.00      274.00
 3767366.66 |       274.90      274.10      274.60      275.00      274.90      274.70      273.90      273.40      273.30

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                 PAGE  18
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * ELEVATION HEIGHTS IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     440971.57    441036.57    441101.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       291.90      292.10      292.80
 3768601.66 |       290.60      291.10      291.50
 3768536.66 |       290.40      290.20      290.20
 3768471.66 |       289.70      289.20      289.10
 3768406.66 |       288.60      288.50      288.20
 3768341.66 |       287.30      286.90      287.00
 3768276.66 |       286.30      285.90      285.90
 3768211.66 |       285.40      285.20      285.00
 3768146.66 |       284.70      284.20      284.00
 3768081.66 |       284.00      283.50      283.50
 3768016.66 |       282.80      282.70      282.50
 3767951.66 |       281.80      281.90      281.70
 3767886.66 |       280.80      281.10      280.70
 3767821.66 |       279.60      280.00      279.80
 3767756.66 |       279.20      279.10      278.90
 3767691.66 |       278.10      278.10      277.80
 3767626.66 |       277.50      277.60      277.50
 3767561.66 |       275.90      275.90      276.30
 3767496.66 |       275.80      275.60      275.50
 3767431.66 |       274.70      274.50      274.60
 3767366.66 |       273.70      273.50      273.60

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                 PAGE  19
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

                                        * HILL HEIGHT SCALES IN METERS *

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
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3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440971.57	441036.57	441101.57
3768666.66	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00

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

```
    ( 440602.1, 3768013.6,     282.4,    3067.0,       0.0);        ( 440606.9, 3768072.1,     283.2,    3067.0,       0.0);
    ( 440528.0, 3767956.8,     282.1,    3067.0,       0.0);        ( 440393.1, 3767943.9,     282.7,    3067.0,       0.0);
    ( 440355.1, 3768069.8,     284.4,    3067.0,       0.0);        ( 440349.3, 3768032.1,     284.0,    3067.0,       0.0);
    ( 439859.8, 3768065.2,     285.8,    3067.0,       0.0);        ( 439954.8, 3768030.0,     285.3,    3067.0,       0.0);
    ( 439874.8, 3768029.3,     284.9,    3067.0,       0.0);        ( 439885.3, 3767904.7,     283.1,    3067.0,       0.0);
    ( 439876.8, 3767460.2,     276.2,    3067.0,       0.0);        ( 439948.7, 3768350.1,     289.9,    3067.0,       0.0);

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                 PAGE  23
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                      LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                          SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                            ID            XR (METERS)   YR (METERS)         (METERS)
                        - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0000674            439931.6     3768081.7            -0.49
                         L0000675            439931.6     3768081.7            -6.78
                         L0000676            439931.6     3768081.7             0.81
                         L0000682            439931.6     3768146.7            -4.02
                         L0000683            439931.6     3768146.7            -3.85
                         L0000689            439931.6     3768211.7             0.67
                         L0000690            439931.6     3768211.7            -6.60
                         L0000691            439931.6     3768211.7            -0.26
                         L0000697            439931.6     3768276.7            -2.88
                         L0000698            439931.6     3768276.7            -4.75
                         L0000705            439931.6     3768341.7            -5.89
                         L0000706            439931.6     3768341.7            -1.29
                         L0000712            439931.6     3768406.7            -1.73
                         L0000713            439931.6     3768406.7            -5.48
                         L0000720            439931.6     3768471.7            -4.94
                         L0000721            439931.6     3768471.7            -2.28
                         L0000727            439931.6     3768536.7            -0.57
                         L0000728            439931.6     3768536.7            -5.88
                         L0000735            439931.6     3768601.7            -3.89
                         L0000736            439931.6     3768601.7            -3.20
                         L0000742            439931.6     3768666.7             0.58
                         L0000743            439931.6     3768666.7            -5.81
                         L0000744            439931.6     3768666.7             0.27

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                 PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

```
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 1 1 1 1 1
 1 1 1 1 1 1 1 1 1 1   1 1 1 1 1 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,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

Surface file: E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-16.4	0.171	-9.000	-9.000	-999.	170.	32.3	0.09	1.12	1.00	2.03	43.	7.9	285.9	2.0
12	01	01	1	02	-18.8	0.194	-9.000	-9.000	-999.	205.	41.3	0.09	1.12	1.00	2.28	34.	7.9	285.4	2.0
12	01	01	1	03	-17.8	0.182	-9.000	-9.000	-999.	187.	36.5	0.09	1.12	1.00	2.15	24.	7.9	282.0	2.0
12	01	01	1	04	-9.4	0.128	-9.000	-9.000	-999.	110.	19.6	0.09	1.12	1.00	1.55	41.	7.9	283.1	2.0
12	01	01	1	05	-16.9	0.173	-9.000	-9.000	-999.	173.	33.0	0.09	1.12	1.00	2.05	39.	7.9	280.4	2.0
12	01	01	1	06	-8.0	0.117	-9.000	-9.000	-999.	97.	17.8	0.09	1.12	1.00	1.43	21.	7.9	282.0	2.0
12	01	01	1	07	-7.6	0.115	-9.000	-9.000	-999.	93.	17.4	0.09	1.12	1.00	1.40	31.	7.9	282.5	2.0
12	01	01	1	08	-13.6	0.184	-9.000	-9.000	-999.	190.	40.5	0.09	1.12	0.54	2.16	34.	7.9	284.2	2.0
12	01	01	1	09	28.4	0.126	0.300	0.011	33.	108.	-6.2	0.09	1.12	0.32	1.03	29.	7.9	289.2	2.0
12	01	01	1	10	79.8	0.133	0.607	0.010	99.	116.	-2.6	0.09	1.12	0.25	0.94	173.	7.9	292.5	2.0
12	01	01	1	11	115.8	0.137	0.932	0.006	246.	121.	-2.0	0.09	1.12	0.22	0.92	172.	7.9	295.4	2.0
12	01	01	1	12	133.7	0.139	1.197	0.005	453.	125.	-1.8	0.09	1.12	0.21	0.92	146.	7.9	297.5	2.0
12	01	01	1	13	133.2	0.160	1.354	0.005	657.	153.	-2.7	0.09	1.12	0.21	1.14	117.	7.9	299.9	2.0
12	01	01	1	14	113.5	0.159	1.454	0.005	955.	151.	-3.1	0.09	1.12	0.23	1.16	285.	7.9	300.9	2.0

```
12 01 01   1 15   76.2  0.166  1.350  0.005 1138.  163.     -5.3  0.09   1.12   0.26    1.33   72.    7.9  302.0    2.0
12 01 01   1 16   23.5  0.175  0.925  0.005 1183.  175.    -19.9  0.09   1.12   0.35    1.65  107.    7.9  301.4    2.0
12 01 01   1 17   -6.1  0.107 -9.000 -9.000 -999.   86.     18.0  0.09   1.12   0.63    1.31  107.    7.9  298.1    2.0
12 01 01   1 18  -11.1  0.141 -9.000 -9.000 -999.  127.     22.1  0.09   1.12   1.00    1.69   86.    7.9  293.1    2.0
12 01 01   1 19   -3.2  0.076 -9.000 -9.000 -999.   51.     11.8  0.09   1.12   1.00    0.91   64.    7.9  292.0    2.0
12 01 01   1 20   -2.3  0.066 -9.000 -9.000 -999.   41.     11.2  0.09   1.12   1.00    0.74   73.    7.9  288.8    2.0
12 01 01   1 21  -10.0  0.133 -9.000 -9.000 -999.  116.     20.5  0.09   1.12   1.00    1.60   14.    7.9  288.1    2.0
12 01 01   1 22  -19.4  0.201 -9.000 -9.000 -999.  216.     44.5  0.09   1.12   1.00    2.36   22.    7.9  287.5    2.0
12 01 01   1 23  -23.7  0.246 -9.000 -9.000 -999.  293.     66.5  0.09   1.12   1.00    2.86   40.    7.9  287.0    2.0
12 01 01   1 24  -12.3  0.147 -9.000 -9.000 -999.  139.     23.8  0.09   1.12   1.00    1.76   40.    7.9  283.8    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   43.    2.03   286.0   99.0  -99.00  -99.00

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

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                              ***        20:05:48
                                                                                                                        PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     STCK1       , STCK2       , STCK3       , L0000591    , L0000592    ,
                 L0000593    , L0000594    , L0000595    , L0000596    , L0000597    , L0000598    , L0000599    , L0000600    ,
                 L0000601    , L0000602    , L0000603    , L0000604    , L0000605    , L0000606    , L0000607    , L0000608    ,
                 L0000609    , L0000610    , L0000611    , L0000612    , L0000613    , L0000614    , L0000615    ,  . . .      ,

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

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       0.00002      0.00003      0.00006      0.00005      0.00003      0.00003      0.00003      0.00003      0.00003
 3768601.66 |       0.00002      0.00004      0.00007      0.00005      0.00004      0.00003      0.00003      0.00003      0.00003
 3768536.66 |       0.00003      0.00004      0.00008      0.00006      0.00004      0.00004      0.00004      0.00004      0.00004
 3768471.66 |       0.00003      0.00004      0.00008      0.00006      0.00005      0.00004      0.00004      0.00005      0.00005
 3768406.66 |       0.00003      0.00005      0.00008      0.00006      0.00005      0.00005      0.00005      0.00005      0.00006
 3768341.66 |       0.00004      0.00005      0.00009      0.00007      0.00006      0.00006      0.00006      0.00007      0.00007
 3768276.66 |       0.00004      0.00006      0.00010      0.00008      0.00007      0.00007      0.00007      0.00008      0.00009
 3768211.66 |       0.00004      0.00006      0.00009      0.00009      0.00008      0.00009      0.00009      0.00010      0.00012
 3768146.66 |       0.00005      0.00007      0.00012      0.00011      0.00011      0.00012      0.00013      0.00014      0.00016
 3768081.66 |       0.00005      0.00008      0.00014      0.00017      0.00018      0.00020      0.00022      0.00024      0.00027
 3768016.66 |       0.00006      0.00009      0.00017      0.00017      0.00018      0.00020      0.00022      0.00026      0.00033
 3767951.66 |       0.00006      0.00009      0.00014      0.00012      0.00013      0.00015      0.00017      0.00021      0.00028
 3767886.66 |       0.00006      0.00009      0.00013      0.00011      0.00012      0.00013      0.00016      0.00020      0.00028
 3767821.66 |       0.00006      0.00009      0.00013      0.00011      0.00011      0.00013      0.00016      0.00020      0.00026
```

3767756.66	0.00006	0.00009	0.00013	0.00010	0.00011	0.00013	0.00016	0.00019	0.00021
3767691.66	0.00006	0.00009	0.00013	0.00011	0.00011	0.00013	0.00015	0.00017	0.00017
3767626.66	0.00006	0.00009	0.00013	0.00011	0.00011	0.00012	0.00013	0.00014	0.00014
3767561.66	0.00006	0.00009	0.00013	0.00010	0.00010	0.00011	0.00012	0.00012	0.00011
3767496.66	0.00006	0.00008	0.00012	0.00010	0.00009	0.00010	0.00010	0.00010	0.00009
3767431.66	0.00005	0.00008	0.00012	0.00009	0.00008	0.00008	0.00008	0.00008	0.00007
3767366.66	0.00005	0.00007	0.00011	0.00008	0.00007	0.00007	0.00007	0.00006	0.00006

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000591 , L0000592 ,
L0000593 , L0000594 , L0000595 , L0000596 , L0000597 , L0000598 , L0000599 , L0000600 ,
L0000601 , L0000602 , L0000603 , L0000604 , L0000605 , L0000606 , L0000607 , L0000608 ,
L0000609 , L0000610 , L0000611 , L0000612 , L0000613 , L0000614 , L0000615 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003
3768601.66	0.00003	0.00004	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00004
3768536.66	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004
3768471.66	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00005	0.00006
3768406.66	0.00006	0.00006	0.00006	0.00006	0.00006	0.00006	0.00007	0.00007	0.00008
3768341.66	0.00008	0.00008	0.00008	0.00008	0.00008	0.00008	0.00009	0.00010	0.00011
3768276.66	0.00010	0.00011	0.00011	0.00011	0.00011	0.00011	0.00013	0.00015	0.00016
3768211.66	0.00013	0.00015	0.00016	0.00016	0.00016	0.00018	0.00021	0.00024	0.00023
3768146.66	0.00019	0.00023	0.00025	0.00025	0.00028	0.00034	0.00036	0.00033	0.00028
3768081.66	0.00035	0.00040	0.00047	0.00053	0.00072	0.00056	0.00041	0.00030	0.00024
3768016.66	0.00050	0.00067	0.00108	0.00061	0.00051	0.00035	0.00026	0.00021	0.00017
3767951.66	0.00047	0.00059	0.00076	0.00028	0.00021	0.00018	0.00015	0.00013	0.00012
3767886.66	0.00038	0.00044	0.00036	0.00022	0.00016	0.00012	0.00010	0.00009	0.00008
3767821.66	0.00029	0.00029	0.00024	0.00017	0.00013	0.00010	0.00008	0.00007	0.00006
3767756.66	0.00022	0.00020	0.00017	0.00013	0.00010	0.00008	0.00007	0.00006	0.00005
3767691.66	0.00017	0.00015	0.00013	0.00010	0.00009	0.00007	0.00006	0.00005	0.00005
3767626.66	0.00013	0.00012	0.00011	0.00009	0.00007	0.00006	0.00005	0.00005	0.00004
3767561.66	0.00010	0.00010	0.00009	0.00007	0.00006	0.00005	0.00005	0.00004	0.00004
3767496.66	0.00009	0.00008	0.00007	0.00006	0.00005	0.00005	0.00004	0.00004	0.00003
3767431.66	0.00007	0.00007	0.00006	0.00005	0.00005	0.00004	0.00004	0.00003	0.00003
3767366.66	0.00006	0.00006	0.00005	0.00004	0.00004	0.00004	0.00003	0.00003	0.00003

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000591 , L0000592 ,
L0000593 , L0000594 , L0000595 , L0000596 , L0000597 , L0000598 , L0000599 , L0000600 ,
L0000601 , L0000602 , L0000603 , L0000604 , L0000605 , L0000606 , L0000607 , L0000608 ,
L0000609 , L0000610 , L0000611 , L0000612 , L0000613 , L0000614 , L0000615 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS)		
	440971.57	441036.57	441101.57
3768666.66	0.00003	0.00003	0.00003
3768601.66	0.00004	0.00004	0.00004
3768536.66	0.00005	0.00005	0.00005
3768471.66	0.00006	0.00006	0.00007
3768406.66	0.00008	0.00009	0.00009
3768341.66	0.00012	0.00012	0.00012
3768276.66	0.00016	0.00016	0.00014
3768211.66	0.00021	0.00019	0.00016
3768146.66	0.00023	0.00018	0.00015
3768081.66	0.00019	0.00015	0.00013
3768016.66	0.00015	0.00012	0.00010
3767951.66	0.00010	0.00009	0.00008
3767886.66	0.00007	0.00007	0.00006
3767821.66	0.00006	0.00005	0.00005
3767756.66	0.00005	0.00004	0.00004
3767691.66	0.00004	0.00004	0.00003
3767626.66	0.00004	0.00003	0.00003
3767561.66	0.00003	0.00003	0.00003
3767496.66	0.00003	0.00003	0.00002
3767431.66	0.00003	0.00002	0.00002
3767366.66	0.00002	0.00002	0.00002

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000591 , L0000592 ,
L0000593 , L0000594 , L0000595 , L0000596 , L0000597 , L0000598 , L0000599 , L0000600 ,
L0000601 , L0000602 , L0000603 , L0000604 , L0000605 , L0000606 , L0000607 , L0000608 ,
L0000609 , L0000610 , L0000611 , L0000612 , L0000613 , L0000614 , L0000615 , . . . ,

*** 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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        440602.09    3768013.62        0.00055                     440606.88    3768072.08        0.00079
        440528.03    3767956.84        0.00063                     440393.08    3767943.95        0.00049
        440355.10    3768069.75        0.00035                     440349.33    3768032.11        0.00040
        439859.83    3768065.24        0.00008                     439954.77    3768029.98        0.00020
        439874.75    3768029.30        0.00010                     439885.32    3767904.72        0.00012
        439876.84    3767460.18        0.00009                     439948.66    3768350.08        0.00010

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                  PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                   *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                          NETWORK
GROUP ID                        AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS      0.00108 AT (  440516.57,  3768016.66,   283.10,  3067.00,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS      0.00079 AT (  440606.88,  3768072.08,   283.24,  3067.00,    0.00)  DC
          3RD HIGHEST VALUE IS      0.00076 AT (  440516.57,  3767951.66,   282.10,  3067.00,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS      0.00072 AT (  440646.57,  3768081.66,   283.60,  3067.00,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS      0.00067 AT (  440451.57,  3768016.66,   283.30,  3067.00,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS      0.00063 AT (  440528.03,  3767956.84,   282.12,  3067.00,    0.00)  DC
          7TH HIGHEST VALUE IS      0.00061 AT (  440581.57,  3768016.66,   282.50,  3067.00,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS      0.00059 AT (  440451.57,  3767951.66,   282.40,  3067.00,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS      0.00056 AT (  440711.57,  3768081.66,   283.70,  3067.00,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS      0.00055 AT (  440602.09,  3768013.62,   282.37,  3067.00,    0.00)  DC


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

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 1st 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2026-2039                                      ***        20:05:48
                                                                                                                  PAGE  31
 *** 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            5 Warning Message(s)
A Total of         1628 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         1278 Calm Hours Identified

A Total of          350 Missing Hours Identified (  0.80 Percent)


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


   ********   WARNING MESSAGES   ********
SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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

```
** Lakes Environmental AERMOD MPI
**
**************************************
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 2/22/2022
** File: C:\Lakes\AERMOD View\19480 Belmont Sultana second 14 yr\19480 Belmont Sultana second 14 yr.ADI
**
**************************************
**
**
**************************************
** AERMOD Control Pathway
**************************************
**
**
CO STARTING
   TITLEONE 19480 Belmont Sultana 2nd 14 yrs
   TITLETWO DPM Concentrations 2040-2053
   MODELOPT DFAULT CONC
   AVERTIME PERIOD
   URBANOPT 2035210 San_Bernardino
   POLLUTID DPM
   RUNORNOT RUN
   ERRORFIL "19480 Belmont Sultana second 14 yr.err"
CO FINISHED
**
**************************************
** AERMOD Source Pathway
**************************************
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
   LOCATION STCK1        POINT      440528.350  3768021.170      283.070
** DESCRSRC Idling location
   LOCATION STCK2        POINT      440528.153  3768009.908      282.940
** DESCRSRC Idling location
   LOCATION STCK3        POINT      440555.905  3768035.447      283.080
** DESCRSRC Idling location
** ------------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite truck travel
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.54E-07
```

```
** Elevated
** Building Height = 13.41
** SZINIT = 6.24
** Nodes = 7
** 440536.599, 3768002.870, 282.77, 3.50, 4.00
** 440536.599, 3768018.756, 283.06, 3.50, 4.00
** 440540.219, 3768021.773, 283.08, 3.50, 4.00
** 440550.475, 3768022.979, 282.90, 3.50, 4.00
** 440555.100, 3768024.387, 282.92, 3.50, 4.00
** 440556.910, 3768030.621, 282.95, 3.50, 4.00
** 440556.508, 3768038.866, 283.02, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000849     VOLUME   440536.599 3768007.165 282.88
   LOCATION L0000850     VOLUME   440536.599 3768015.756 282.97
   LOCATION L0000851     VOLUME   440541.092 3768021.875 283.01
   LOCATION L0000852     VOLUME   440549.624 3768022.879 282.97
   LOCATION L0000853     VOLUME   440555.908 3768027.171 282.98
   LOCATION L0000854     VOLUME   440556.667 3768035.613 283.07
** End of LINE VOLUME Source ID = SLINE1
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE2
** DESCRSRC Offsite travel along Belmont Street
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 1.13E-06
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 440555.977, 3768047.079, 283.17, 3.50, 4.00
** 439901.705, 3768046.097, 285.21, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000855     VOLUME   440551.681 3768047.073 283.24
   LOCATION L0000856     VOLUME   440543.090 3768047.060 283.30
   LOCATION L0000857     VOLUME   440534.500 3768047.047 283.36
   LOCATION L0000858     VOLUME   440525.909 3768047.034 283.41
   LOCATION L0000859     VOLUME   440517.318 3768047.021 283.46
   LOCATION L0000860     VOLUME   440508.727 3768047.008 283.52
   LOCATION L0000861     VOLUME   440500.136 3768046.996 283.54
   LOCATION L0000862     VOLUME   440491.546 3768046.983 283.57
   LOCATION L0000863     VOLUME   440482.955 3768046.970 283.60
   LOCATION L0000864     VOLUME   440474.364 3768046.957 283.64
   LOCATION L0000865     VOLUME   440465.773 3768046.944 283.68
   LOCATION L0000866     VOLUME   440457.182 3768046.931 283.72
   LOCATION L0000867     VOLUME   440448.592 3768046.918 283.78
   LOCATION L0000868     VOLUME   440440.001 3768046.905 283.84
   LOCATION L0000869     VOLUME   440431.410 3768046.892 283.90
   LOCATION L0000870     VOLUME   440422.819 3768046.879 283.95
   LOCATION L0000871     VOLUME   440414.229 3768046.867 283.99
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LOCATION L0000872     VOLUME   440405.638 3768046.854 284.02
LOCATION L0000873     VOLUME   440397.047 3768046.841 283.99
LOCATION L0000874     VOLUME   440388.456 3768046.828 283.95
LOCATION L0000875     VOLUME   440379.865 3768046.815 283.93
LOCATION L0000876     VOLUME   440371.275 3768046.802 284.00
LOCATION L0000877     VOLUME   440362.684 3768046.789 284.06
LOCATION L0000878     VOLUME   440354.093 3768046.776 284.12
LOCATION L0000879     VOLUME   440345.502 3768046.763 284.18
LOCATION L0000880     VOLUME   440336.911 3768046.751 284.24
LOCATION L0000881     VOLUME   440328.321 3768046.738 284.29
LOCATION L0000882     VOLUME   440319.730 3768046.725 284.31
LOCATION L0000883     VOLUME   440311.139 3768046.712 284.33
LOCATION L0000884     VOLUME   440302.548 3768046.699 284.34
LOCATION L0000885     VOLUME   440293.957 3768046.686 284.36
LOCATION L0000886     VOLUME   440285.367 3768046.673 284.37
LOCATION L0000887     VOLUME   440276.776 3768046.660 284.38
LOCATION L0000888     VOLUME   440268.185 3768046.647 284.39
LOCATION L0000889     VOLUME   440259.594 3768046.634 284.40
LOCATION L0000890     VOLUME   440251.003 3768046.622 284.40
LOCATION L0000891     VOLUME   440242.413 3768046.609 284.41
LOCATION L0000892     VOLUME   440233.822 3768046.596 284.41
LOCATION L0000893     VOLUME   440225.231 3768046.583 284.41
LOCATION L0000894     VOLUME   440216.640 3768046.570 284.43
LOCATION L0000895     VOLUME   440208.050 3768046.557 284.44
LOCATION L0000896     VOLUME   440199.459 3768046.544 284.46
LOCATION L0000897     VOLUME   440190.868 3768046.531 284.48
LOCATION L0000898     VOLUME   440182.277 3768046.518 284.50
LOCATION L0000899     VOLUME   440173.686 3768046.505 284.54
LOCATION L0000900     VOLUME   440165.096 3768046.493 284.59
LOCATION L0000901     VOLUME   440156.505 3768046.480 284.65
LOCATION L0000902     VOLUME   440147.914 3768046.467 284.72
LOCATION L0000903     VOLUME   440139.323 3768046.454 284.82
LOCATION L0000904     VOLUME   440130.732 3768046.441 284.92
LOCATION L0000905     VOLUME   440122.142 3768046.428 284.99
LOCATION L0000906     VOLUME   440113.551 3768046.415 285.02
LOCATION L0000907     VOLUME   440104.960 3768046.402 285.04
LOCATION L0000908     VOLUME   440096.369 3768046.389 285.07
LOCATION L0000909     VOLUME   440087.778 3768046.376 285.09
LOCATION L0000910     VOLUME   440079.188 3768046.364 285.12
LOCATION L0000911     VOLUME   440070.597 3768046.351 285.14
LOCATION L0000912     VOLUME   440062.006 3768046.338 285.14
LOCATION L0000913     VOLUME   440053.415 3768046.325 285.15
LOCATION L0000914     VOLUME   440044.825 3768046.312 285.17
LOCATION L0000915     VOLUME   440036.234 3768046.299 285.18
LOCATION L0000916     VOLUME   440027.643 3768046.286 285.20
LOCATION L0000917     VOLUME   440019.052 3768046.273 285.23
LOCATION L0000918     VOLUME   440010.461 3768046.260 285.27
LOCATION L0000919     VOLUME   440001.871 3768046.247 285.31
LOCATION L0000920     VOLUME   439993.280 3768046.235 285.36
LOCATION L0000921     VOLUME   439984.689 3768046.222 285.41
LOCATION L0000922     VOLUME   439976.098 3768046.209 285.47
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   LOCATION L0000923     VOLUME   439967.507 3768046.196 285.50
   LOCATION L0000924     VOLUME   439958.917 3768046.183 285.50
   LOCATION L0000925     VOLUME   439950.326 3768046.170 285.50
   LOCATION L0000926     VOLUME   439941.735 3768046.157 285.49
   LOCATION L0000927     VOLUME   439933.144 3768046.144 285.47
   LOCATION L0000928     VOLUME   439924.553 3768046.131 285.44
   LOCATION L0000929     VOLUME   439915.963 3768046.118 285.39
   LOCATION L0000930     VOLUME   439907.372 3768046.106 285.32
** End of LINE VOLUME Source ID = SLINE2
** ----------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC From Belmont St NB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 2.38E-08
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439929.911, 3768060.841, 285.65, 3.50, 4.00
** 439928.643, 3768745.969, 294.98, 3.50, 4.00
** ----------------------------------------------------------------------
   LOCATION L0000931     VOLUME   439929.903 3768065.137 285.76
   LOCATION L0000932     VOLUME   439929.887 3768073.727 285.89
   LOCATION L0000933     VOLUME   439929.871 3768082.318 286.03
   LOCATION L0000934     VOLUME   439929.855 3768090.909 286.17
   LOCATION L0000935     VOLUME   439929.839 3768099.500 286.31
   LOCATION L0000936     VOLUME   439929.824 3768108.090 286.45
   LOCATION L0000937     VOLUME   439929.808 3768116.681 286.59
   LOCATION L0000938     VOLUME   439929.792 3768125.272 286.72
   LOCATION L0000939     VOLUME   439929.776 3768133.863 286.85
   LOCATION L0000940     VOLUME   439929.760 3768142.454 286.97
   LOCATION L0000941     VOLUME   439929.744 3768151.044 287.10
   LOCATION L0000942     VOLUME   439929.728 3768159.635 287.23
   LOCATION L0000943     VOLUME   439929.712 3768168.226 287.36
   LOCATION L0000944     VOLUME   439929.696 3768176.817 287.49
   LOCATION L0000945     VOLUME   439929.680 3768185.408 287.62
   LOCATION L0000946     VOLUME   439929.665 3768193.998 287.75
   LOCATION L0000947     VOLUME   439929.649 3768202.589 287.88
   LOCATION L0000948     VOLUME   439929.633 3768211.180 288.01
   LOCATION L0000949     VOLUME   439929.617 3768219.771 288.13
   LOCATION L0000950     VOLUME   439929.601 3768228.361 288.25
   LOCATION L0000951     VOLUME   439929.585 3768236.952 288.37
   LOCATION L0000952     VOLUME   439929.569 3768245.543 288.49
   LOCATION L0000953     VOLUME   439929.553 3768254.134 288.60
   LOCATION L0000954     VOLUME   439929.537 3768262.725 288.71
   LOCATION L0000955     VOLUME   439929.521 3768271.315 288.82
   LOCATION L0000956     VOLUME   439929.506 3768279.906 288.94
   LOCATION L0000957     VOLUME   439929.490 3768288.497 289.06
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LOCATION L0000958     VOLUME   439929.474 3768297.088 289.18
LOCATION L0000959     VOLUME   439929.458 3768305.679 289.30
LOCATION L0000960     VOLUME   439929.442 3768314.269 289.42
LOCATION L0000961     VOLUME   439929.426 3768322.860 289.54
LOCATION L0000962     VOLUME   439929.410 3768331.451 289.66
LOCATION L0000963     VOLUME   439929.394 3768340.042 289.78
LOCATION L0000964     VOLUME   439929.378 3768348.632 289.90
LOCATION L0000965     VOLUME   439929.363 3768357.223 290.01
LOCATION L0000966     VOLUME   439929.347 3768365.814 290.13
LOCATION L0000967     VOLUME   439929.331 3768374.405 290.27
LOCATION L0000968     VOLUME   439929.315 3768382.996 290.41
LOCATION L0000969     VOLUME   439929.299 3768391.586 290.55
LOCATION L0000970     VOLUME   439929.283 3768400.177 290.70
LOCATION L0000971     VOLUME   439929.267 3768408.768 290.88
LOCATION L0000972     VOLUME   439929.251 3768417.359 291.06
LOCATION L0000973     VOLUME   439929.235 3768425.950 291.24
LOCATION L0000974     VOLUME   439929.219 3768434.540 291.37
LOCATION L0000975     VOLUME   439929.204 3768443.131 291.44
LOCATION L0000976     VOLUME   439929.188 3768451.722 291.51
LOCATION L0000977     VOLUME   439929.172 3768460.313 291.58
LOCATION L0000978     VOLUME   439929.156 3768468.903 291.67
LOCATION L0000979     VOLUME   439929.140 3768477.494 291.77
LOCATION L0000980     VOLUME   439929.124 3768486.085 291.87
LOCATION L0000981     VOLUME   439929.108 3768494.676 291.97
LOCATION L0000982     VOLUME   439929.092 3768503.267 292.07
LOCATION L0000983     VOLUME   439929.076 3768511.857 292.17
LOCATION L0000984     VOLUME   439929.060 3768520.448 292.27
LOCATION L0000985     VOLUME   439929.045 3768529.039 292.37
LOCATION L0000986     VOLUME   439929.029 3768537.630 292.48
LOCATION L0000987     VOLUME   439929.013 3768546.221 292.58
LOCATION L0000988     VOLUME   439928.997 3768554.811 292.68
LOCATION L0000989     VOLUME   439928.981 3768563.402 292.79
LOCATION L0000990     VOLUME   439928.965 3768571.993 292.89
LOCATION L0000991     VOLUME   439928.949 3768580.584 292.99
LOCATION L0000992     VOLUME   439928.933 3768589.174 293.09
LOCATION L0000993     VOLUME   439928.917 3768597.765 293.19
LOCATION L0000994     VOLUME   439928.901 3768606.356 293.28
LOCATION L0000995     VOLUME   439928.886 3768614.947 293.38
LOCATION L0000996     VOLUME   439928.870 3768623.538 293.48
LOCATION L0000997     VOLUME   439928.854 3768632.128 293.59
LOCATION L0000998     VOLUME   439928.838 3768640.719 293.69
LOCATION L0000999     VOLUME   439928.822 3768649.310 293.80
LOCATION L0001000     VOLUME   439928.806 3768657.901 293.92
LOCATION L0001001     VOLUME   439928.790 3768666.492 294.04
LOCATION L0001002     VOLUME   439928.774 3768675.082 294.15
LOCATION L0001003     VOLUME   439928.758 3768683.673 294.27
LOCATION L0001004     VOLUME   439928.742 3768692.264 294.39
LOCATION L0001005     VOLUME   439928.727 3768700.855 294.51
LOCATION L0001006     VOLUME   439928.711 3768709.445 294.63
LOCATION L0001007     VOLUME   439928.695 3768718.036 294.74
LOCATION L0001008     VOLUME   439928.679 3768726.627 294.85
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   LOCATION L0001009     VOLUME   439928.663 3768735.218 294.96
   LOCATION L0001010     VOLUME   439928.647 3768743.809 295.09
** End of LINE VOLUME Source ID = SLINE3
** ------------------------------------------------------------------
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC From Belmont St SB on Euclid Ave
** PREFIX
** Length of Side = 8.59
** Configuration = Adjacent
** Emission Rate = 6.7E-07
** Elevated
** Vertical Dimension = 7.00
** SZINIT = 1.63
** Nodes = 2
** 439901.053, 3768033.145, 285.02, 3.50, 4.00
** 439907.230, 3767260.688, 273.69, 3.50, 4.00
** ------------------------------------------------------------------
   LOCATION L0001011     VOLUME   439901.088 3768028.850 285.00
   LOCATION L0001012     VOLUME   439901.156 3768020.259 284.89
   LOCATION L0001013     VOLUME   439901.225 3768011.668 284.77
   LOCATION L0001014     VOLUME   439901.294 3768003.078 284.66
   LOCATION L0001015     VOLUME   439901.362 3767994.487 284.54
   LOCATION L0001016     VOLUME   439901.431 3767985.897 284.42
   LOCATION L0001017     VOLUME   439901.500 3767977.306 284.29
   LOCATION L0001018     VOLUME   439901.568 3767968.716 284.17
   LOCATION L0001019     VOLUME   439901.637 3767960.125 284.04
   LOCATION L0001020     VOLUME   439901.706 3767951.535 283.90
   LOCATION L0001021     VOLUME   439901.775 3767942.944 283.77
   LOCATION L0001022     VOLUME   439901.843 3767934.354 283.63
   LOCATION L0001023     VOLUME   439901.912 3767925.763 283.47
   LOCATION L0001024     VOLUME   439901.981 3767917.173 283.32
   LOCATION L0001025     VOLUME   439902.049 3767908.582 283.17
   LOCATION L0001026     VOLUME   439902.118 3767899.992 283.03
   LOCATION L0001027     VOLUME   439902.187 3767891.401 282.89
   LOCATION L0001028     VOLUME   439902.255 3767882.811 282.75
   LOCATION L0001029     VOLUME   439902.324 3767874.220 282.61
   LOCATION L0001030     VOLUME   439902.393 3767865.630 282.47
   LOCATION L0001031     VOLUME   439902.461 3767857.039 282.33
   LOCATION L0001032     VOLUME   439902.530 3767848.449 282.19
   LOCATION L0001033     VOLUME   439902.599 3767839.858 282.04
   LOCATION L0001034     VOLUME   439902.668 3767831.267 281.89
   LOCATION L0001035     VOLUME   439902.736 3767822.677 281.75
   LOCATION L0001036     VOLUME   439902.805 3767814.086 281.60
   LOCATION L0001037     VOLUME   439902.874 3767805.496 281.45
   LOCATION L0001038     VOLUME   439902.942 3767796.905 281.30
   LOCATION L0001039     VOLUME   439903.011 3767788.315 281.14
   LOCATION L0001040     VOLUME   439903.080 3767779.724 280.99
   LOCATION L0001041     VOLUME   439903.148 3767771.134 280.84
   LOCATION L0001042     VOLUME   439903.217 3767762.543 280.70
   LOCATION L0001043     VOLUME   439903.286 3767753.953 280.55
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LOCATION L0001044     VOLUME   439903.355 3767745.362 280.41
LOCATION L0001045     VOLUME   439903.423 3767736.772 280.26
LOCATION L0001046     VOLUME   439903.492 3767728.181 280.12
LOCATION L0001047     VOLUME   439903.561 3767719.591 279.98
LOCATION L0001048     VOLUME   439903.629 3767711.000 279.85
LOCATION L0001049     VOLUME   439903.698 3767702.410 279.71
LOCATION L0001050     VOLUME   439903.767 3767693.819 279.57
LOCATION L0001051     VOLUME   439903.835 3767685.229 279.43
LOCATION L0001052     VOLUME   439903.904 3767676.638 279.30
LOCATION L0001053     VOLUME   439903.973 3767668.047 279.16
LOCATION L0001054     VOLUME   439904.041 3767659.457 279.03
LOCATION L0001055     VOLUME   439904.110 3767650.866 278.89
LOCATION L0001056     VOLUME   439904.179 3767642.276 278.75
LOCATION L0001057     VOLUME   439904.248 3767633.685 278.62
LOCATION L0001058     VOLUME   439904.316 3767625.095 278.48
LOCATION L0001059     VOLUME   439904.385 3767616.504 278.34
LOCATION L0001060     VOLUME   439904.454 3767607.914 278.19
LOCATION L0001061     VOLUME   439904.522 3767599.323 278.05
LOCATION L0001062     VOLUME   439904.591 3767590.733 277.93
LOCATION L0001063     VOLUME   439904.660 3767582.142 277.81
LOCATION L0001064     VOLUME   439904.728 3767573.552 277.68
LOCATION L0001065     VOLUME   439904.797 3767564.961 277.56
LOCATION L0001066     VOLUME   439904.866 3767556.371 277.44
LOCATION L0001067     VOLUME   439904.934 3767547.780 277.32
LOCATION L0001068     VOLUME   439905.003 3767539.190 277.20
LOCATION L0001069     VOLUME   439905.072 3767530.599 277.08
LOCATION L0001070     VOLUME   439905.141 3767522.009 276.95
LOCATION L0001071     VOLUME   439905.209 3767513.418 276.82
LOCATION L0001072     VOLUME   439905.278 3767504.827 276.69
LOCATION L0001073     VOLUME   439905.347 3767496.237 276.58
LOCATION L0001074     VOLUME   439905.415 3767487.646 276.48
LOCATION L0001075     VOLUME   439905.484 3767479.056 276.37
LOCATION L0001076     VOLUME   439905.553 3767470.465 276.26
LOCATION L0001077     VOLUME   439905.621 3767461.875 276.15
LOCATION L0001078     VOLUME   439905.690 3767453.284 276.04
LOCATION L0001079     VOLUME   439905.759 3767444.694 275.93
LOCATION L0001080     VOLUME   439905.827 3767436.103 275.83
LOCATION L0001081     VOLUME   439905.896 3767427.513 275.72
LOCATION L0001082     VOLUME   439905.965 3767418.922 275.62
LOCATION L0001083     VOLUME   439906.034 3767410.332 275.52
LOCATION L0001084     VOLUME   439906.102 3767401.741 275.42
LOCATION L0001085     VOLUME   439906.171 3767393.151 275.32
LOCATION L0001086     VOLUME   439906.240 3767384.560 275.22
LOCATION L0001087     VOLUME   439906.308 3767375.970 275.13
LOCATION L0001088     VOLUME   439906.377 3767367.379 275.04
LOCATION L0001089     VOLUME   439906.446 3767358.789 274.95
LOCATION L0001090     VOLUME   439906.514 3767350.198 274.86
LOCATION L0001091     VOLUME   439906.583 3767341.608 274.74
LOCATION L0001092     VOLUME   439906.652 3767333.017 274.62
LOCATION L0001093     VOLUME   439906.720 3767324.426 274.51
LOCATION L0001094     VOLUME   439906.789 3767315.836 274.39
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   LOCATION L0001095     VOLUME   439906.858 3767307.245 274.26
   LOCATION L0001096     VOLUME   439906.927 3767298.655 274.14
   LOCATION L0001097     VOLUME   439906.995 3767290.064 274.02
   LOCATION L0001098     VOLUME   439907.064 3767281.474 273.93
   LOCATION L0001099     VOLUME   439907.133 3767272.883 273.84
   LOCATION L0001100     VOLUME   439907.201 3767264.293 273.76
** End of LINE VOLUME Source ID = SLINE4
** Source Parameters **
   SRCPARAM STCK1         4.67E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK2         4.67E-06     3.500   366.000  51.90000     0.100
   SRCPARAM STCK3         4.67E-06     3.500   366.000  51.90000     0.100
** LINE VOLUME Source ID = SLINE1
   SRCPARAM L0000849     0.00000002567      3.50      4.00      6.24
   SRCPARAM L0000850     0.00000002567      3.50      4.00      6.24
   SRCPARAM L0000851     0.00000002567      3.50      4.00      6.24
   SRCPARAM L0000852     0.00000002567      3.50      4.00      6.24
   SRCPARAM L0000853     0.00000002567      3.50      4.00      6.24
   SRCPARAM L0000854     0.00000002567      3.50      4.00      6.24
** ----------------------------------------------------------------------
** LINE VOLUME Source ID = SLINE2
   SRCPARAM L0000855     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000856     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000857     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000858     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000859     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000860     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000861     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000862     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000863     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000864     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000865     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000866     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000867     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000868     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000869     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000870     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000871     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000872     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000873     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000874     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000875     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000876     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000877     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000878     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000879     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000880     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000881     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000882     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000883     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000884     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000885     0.00000001487      3.50      4.00      1.63
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   SRCPARAM L0000886     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000887     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000888     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000889     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000890     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000891     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000892     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000893     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000894     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000895     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000896     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000897     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000898     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000899     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000900     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000901     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000902     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000903     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000904     0.00000001487      3.50      4.00      1.63
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   SRCPARAM L0000906     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000907     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000908     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000909     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000910     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000911     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000912     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000913     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000914     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000915     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000916     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000917     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000918     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000919     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000920     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000921     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000922     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000923     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000924     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000925     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000926     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000927     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000928     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000929     0.00000001487      3.50      4.00      1.63
   SRCPARAM L0000930     0.00000001487      3.50      4.00      1.63
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** LINE VOLUME Source ID = SLINE3
   SRCPARAM L0000931     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0000932     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0000933     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0000934     0.000000000298      3.50      4.00      1.63
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SRCPARAM L0000935     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000936     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000937     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000938     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000939     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000940     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000941     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000942     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000943     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000944     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000945     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000946     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000947     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000948     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000949     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000950     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000951     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000952     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000953     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000954     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000955     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000956     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000957     0.000000000298      3.50      4.00      1.63
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SRCPARAM L0000965     0.000000000298      3.50      4.00      1.63
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SRCPARAM L0000968     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000969     0.000000000298      3.50      4.00      1.63
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SRCPARAM L0000971     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000972     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000973     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000974     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000975     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000976     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000977     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000978     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000979     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000980     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000981     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000982     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000983     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000984     0.000000000298      3.50      4.00      1.63
SRCPARAM L0000985     0.000000000298      3.50      4.00      1.63
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   SRCPARAM L0000997     0.000000000298      3.50      4.00      1.63
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   SRCPARAM L0000999     0.000000000298      3.50      4.00      1.63
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   SRCPARAM L0001001     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0001002     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0001003     0.000000000298      3.50      4.00      1.63
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   SRCPARAM L0001005     0.000000000298      3.50      4.00      1.63
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   SRCPARAM L0001009     0.000000000298      3.50      4.00      1.63
   SRCPARAM L0001010     0.000000000298      3.50      4.00      1.63
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** LINE VOLUME Source ID = SLINE4
   SRCPARAM L0001011     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001012     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001013     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001014     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001015     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001016     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001017     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001018     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001019     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001020     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001021     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001022     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001023     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001024     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001025     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001026     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001027     0.000000007444      3.50      4.00      1.63
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   SRCPARAM L0001034     0.000000007444      3.50      4.00      1.63
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SRCPARAM L0001048     0.000000007444      3.50      4.00      1.63
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SRCPARAM L0001058     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001059     0.000000007444      3.50      4.00      1.63
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SRCPARAM L0001061     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001062     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001063     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001064     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001065     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001066     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001067     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001068     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001069     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001070     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001071     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001072     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001073     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001074     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001075     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001076     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001077     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001078     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001079     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001080     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001081     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001082     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001083     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001084     0.000000007444      3.50      4.00      1.63
SRCPARAM L0001085     0.000000007444      3.50      4.00      1.63
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   SRCPARAM L0001086     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001087     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001088     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001089     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001090     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001091     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001092     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001093     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001094     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001095     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001096     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001097     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001098     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001099     0.000000007444      3.50      4.00      1.63
   SRCPARAM L0001100     0.000000007444      3.50      4.00      1.63
** ------------------------------------------------------------------

** Building Downwash **
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK1           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41
   BUILDHGT STCK2           13.41    13.41    13.41    13.41    13.41    13.41

   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41    13.41
   BUILDHGT STCK3           13.41    13.41    13.41    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   BUILDHGT STCK3            0.00     0.00    13.41    13.41    13.41     0.00
   BUILDHGT STCK3            0.00     0.00     0.00    13.41     0.00     0.00
   BUILDHGT STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK1          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK1           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK1          110.38   118.15   122.33   122.80   119.54   112.98

   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
   BUILDWID STCK2          110.38   118.15   122.33   122.80   119.54   112.98
   BUILDWID STCK2          119.16   121.72   120.58   115.78   107.45    95.87
   BUILDWID STCK2           81.37    64.40    50.25    68.38    85.11    99.25
```

BUILDWID	STCK2	110.38	118.15	122.33	122.80	119.54	112.98
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	95.87
BUILDWID	STCK3	81.37	64.40	50.25	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDWID	STCK3	0.00	0.00	120.58	115.78	107.45	0.00
BUILDWID	STCK3	0.00	0.00	0.00	68.38	0.00	0.00
BUILDWID	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK1	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK1	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK1	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK2	68.38	85.11	99.25	110.38	118.15	122.33
BUILDLEN	STCK2	122.80	119.54	112.98	119.16	121.72	120.58
BUILDLEN	STCK2	115.78	107.45	95.87	81.37	64.40	50.25
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	122.33
BUILDLEN	STCK3	122.80	119.54	112.98	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	99.25	110.38	118.15	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	119.16	0.00	0.00
BUILDLEN	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK1	-55.51	-73.77	-89.79	-103.08	-113.24	-119.95
XBADJ	STCK1	-123.03	-122.36	-117.98	-118.74	-115.89	-109.52
XBADJ	STCK1	-99.82	-87.09	-71.71	-54.16	-34.95	-14.69
XBADJ	STCK1	-12.87	-11.34	-9.46	-7.30	-4.91	-2.38
XBADJ	STCK1	0.23	2.83	5.00	-0.42	-5.83	-11.06
XBADJ	STCK1	-15.95	-20.36	-24.16	-27.21	-29.44	-35.56
XBADJ	STCK2	-44.38	-63.12	-79.93	-94.32	-105.84	-114.15
XBADJ	STCK2	-118.99	-120.21	-117.78	-120.50	-119.55	-114.98
XBADJ	STCK2	-106.91	-95.59	-81.36	-64.67	-46.01	-25.95
XBADJ	STCK2	-23.99	-21.99	-19.31	-16.05	-12.31	-8.18
XBADJ	STCK2	-3.81	0.67	4.80	1.34	-2.17	-5.60
XBADJ	STCK2	-8.87	-11.87	-14.50	-16.70	-18.39	-24.30
XBADJ	STCK3	0.00	0.00	-115.93	-131.72	-143.52	-150.95
XBADJ	STCK3	-153.80	-151.97	-145.53	-143.39	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00
XBADJ	STCK3	0.00	0.00	16.68	21.35	25.37	0.00
XBADJ	STCK3	0.00	0.00	0.00	24.23	0.00	0.00
XBADJ	STCK3	0.00	0.00	0.00	0.00	0.00	0.00

```
   YBADJ    STCK1           59.16    55.03    49.23    41.93    33.36    23.78
   YBADJ    STCK1           13.47     2.75   -10.44   -21.32   -31.21   -40.16
   YBADJ    STCK1          -47.89   -54.16   -58.79   -61.63   -62.59   -61.49
   YBADJ    STCK1          -59.16   -55.03   -49.23   -41.93   -33.36   -23.78
   YBADJ    STCK1          -13.47    -2.75    10.44    21.32    31.21    40.16
   YBADJ    STCK1           47.89    54.16    58.79    61.63    62.59    61.49

   YBADJ    STCK2           60.92    58.69    54.69    49.02    41.86    33.43
   YBADJ    STCK2           23.98    13.81     0.82   -10.19   -20.56   -30.31
   YBADJ    STCK2          -39.13   -46.77   -52.98   -57.59   -60.44   -61.29
   YBADJ    STCK2          -60.92   -58.69   -54.69   -49.02   -41.86   -33.43
   YBADJ    STCK2          -23.98   -13.81    -0.82    10.19    20.56    30.31
   YBADJ    STCK2           39.13    46.77    52.98    57.59    60.44    61.29

   YBADJ    STCK3            0.00     0.00    65.95    53.86    40.13    25.19
   YBADJ    STCK3            9.47    -6.52   -24.72   -40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00
   YBADJ    STCK3            0.00     0.00   -65.95   -53.86   -40.13     0.00
   YBADJ    STCK3            0.00     0.00     0.00    40.17     0.00     0.00
   YBADJ    STCK3            0.00     0.00     0.00     0.00     0.00     0.00

   URBANSRC ALL
   SRCGROUP ALL
SO FINISHED
**
**************************************
** AERMOD Receptor Pathway
**************************************
**
**
RE STARTING
   INCLUDED "19480 Belmont Sultana second 14 yr.rou"
RE FINISHED
**
**************************************
** AERMOD Meteorology Pathway
**************************************
**
**
ME STARTING
   SURFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC"
   PROFFILE "E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL"
   SURFDATA 3102 2012
   UAIRDATA 3190 2012
   PROFBASE 289.0 METERS
ME FINISHED
**
**************************************
** AERMOD Output Pathway
**************************************
**
```

```
**
OU STARTING
** Auto-Generated Plotfiles
   PLOTFILE PERIOD ALL "19480 BELMONT SULTANA SECOND 14 YR.AD\PE00GALL.PLT" 31
   SUMMFILE "19480 Belmont Sultana second 14 yr.sum"
OU FINISHED


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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            5 Warning Message(s)
 A Total of            0 Informational Message(s)


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


    ********   WARNING MESSAGES   ********
 SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter           VS
 ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used         0.50
 ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

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


 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                  PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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

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

 **Model Uses URBAN Dispersion Algorithm for the SBL for   255 Source(s),
   for Total of    1 Urban Area(s):
```

```
  Urban Population =   2035210.0 ;  Urban Roughness Length =  1.000 m

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

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

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  DPM

**Model Calculates PERIOD Averages Only

**This Run Includes:    255 Source(s);       1 Source Group(s); and     453 Receptor(s)

              with:      3 POINT(s), including
                         0 POINTCAP(s) and      0 POINTHOR(s)
               and:    252 VOLUME source(s)
               and:      0 AREA type source(s)
               and:      0 LINE source(s)
               and:      0 RLINE/RLINEXT source(s)
               and:      0 OPENPIT source(s)
               and:      0 BUOYANT LINE source(s) with a total of     0 line(s)


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

**The AERMET Input Meteorological Data Version Date:  16216

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

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

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =   289.00 ;  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 =      4.0 MB of RAM.
```

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

**Detailed Error/Message File: 19480 Belmont Sultana second 14 yr.err
**File for Summary of Results: 19480 Belmont Sultana second 14 yr.sum

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** POINT SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	STACK HEIGHT (METERS)	STACK TEMP. (DEG.K)	STACK EXIT VEL. (M/SEC)	STACK DIAMETER (METERS)	BLDG EXISTS	URBAN SOURCE	CAP/ HOR	EMIS RATE SCALAR VARY BY
STCK1	0	0.46700E-05	440528.3	3768021.2	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK2	0	0.46700E-05	440528.2	3768009.9	282.9	3.50	366.00	51.90	0.10	YES	YES	NO	
STCK3	0	0.46700E-05	440555.9	3768035.4	283.1	3.50	366.00	51.90	0.10	YES	YES	NO	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000849	0	0.25670E-07	440536.6	3768007.2	282.9	3.50	4.00	6.24	YES	
L0000850	0	0.25670E-07	440536.6	3768015.8	283.0	3.50	4.00	6.24	YES	
L0000851	0	0.25670E-07	440541.1	3768021.9	283.0	3.50	4.00	6.24	YES	
L0000852	0	0.25670E-07	440549.6	3768022.9	283.0	3.50	4.00	6.24	YES	
L0000853	0	0.25670E-07	440555.9	3768027.2	283.0	3.50	4.00	6.24	YES	
L0000854	0	0.25670E-07	440556.7	3768035.6	283.1	3.50	4.00	6.24	YES	
L0000855	0	0.14870E-07	440551.7	3768047.1	283.2	3.50	4.00	1.63	YES	
L0000856	0	0.14870E-07	440543.1	3768047.1	283.3	3.50	4.00	1.63	YES	
L0000857	0	0.14870E-07	440534.5	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000858	0	0.14870E-07	440525.9	3768047.0	283.4	3.50	4.00	1.63	YES	
L0000859	0	0.14870E-07	440517.3	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000860	0	0.14870E-07	440508.7	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000861	0	0.14870E-07	440500.1	3768047.0	283.5	3.50	4.00	1.63	YES	
L0000862	0	0.14870E-07	440491.5	3768047.0	283.6	3.50	4.00	1.63	YES	

L0000863	0	0.14870E-07	440483.0	3768047.0	283.6	3.50	4.00	1.63	YES
L0000864	0	0.14870E-07	440474.4	3768047.0	283.6	3.50	4.00	1.63	YES
L0000865	0	0.14870E-07	440465.8	3768046.9	283.7	3.50	4.00	1.63	YES
L0000866	0	0.14870E-07	440457.2	3768046.9	283.7	3.50	4.00	1.63	YES
L0000867	0	0.14870E-07	440448.6	3768046.9	283.8	3.50	4.00	1.63	YES
L0000868	0	0.14870E-07	440440.0	3768046.9	283.8	3.50	4.00	1.63	YES
L0000869	0	0.14870E-07	440431.4	3768046.9	283.9	3.50	4.00	1.63	YES
L0000870	0	0.14870E-07	440422.8	3768046.9	283.9	3.50	4.00	1.63	YES
L0000871	0	0.14870E-07	440414.2	3768046.9	284.0	3.50	4.00	1.63	YES
L0000872	0	0.14870E-07	440405.6	3768046.9	284.0	3.50	4.00	1.63	YES
L0000873	0	0.14870E-07	440397.0	3768046.8	284.0	3.50	4.00	1.63	YES
L0000874	0	0.14870E-07	440388.5	3768046.8	283.9	3.50	4.00	1.63	YES
L0000875	0	0.14870E-07	440379.9	3768046.8	283.9	3.50	4.00	1.63	YES
L0000876	0	0.14870E-07	440371.3	3768046.8	284.0	3.50	4.00	1.63	YES
L0000877	0	0.14870E-07	440362.7	3768046.8	284.1	3.50	4.00	1.63	YES
L0000878	0	0.14870E-07	440354.1	3768046.8	284.1	3.50	4.00	1.63	YES
L0000879	0	0.14870E-07	440345.5	3768046.8	284.2	3.50	4.00	1.63	YES
L0000880	0	0.14870E-07	440336.9	3768046.8	284.2	3.50	4.00	1.63	YES
L0000881	0	0.14870E-07	440328.3	3768046.7	284.3	3.50	4.00	1.63	YES
L0000882	0	0.14870E-07	440319.7	3768046.7	284.3	3.50	4.00	1.63	YES
L0000883	0	0.14870E-07	440311.1	3768046.7	284.3	3.50	4.00	1.63	YES
L0000884	0	0.14870E-07	440302.5	3768046.7	284.3	3.50	4.00	1.63	YES
L0000885	0	0.14870E-07	440294.0	3768046.7	284.4	3.50	4.00	1.63	YES
L0000886	0	0.14870E-07	440285.4	3768046.7	284.4	3.50	4.00	1.63	YES
L0000887	0	0.14870E-07	440276.8	3768046.7	284.4	3.50	4.00	1.63	YES
L0000888	0	0.14870E-07	440268.2	3768046.6	284.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000889	0	0.14870E-07	440259.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000890	0	0.14870E-07	440251.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000891	0	0.14870E-07	440242.4	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000892	0	0.14870E-07	440233.8	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000893	0	0.14870E-07	440225.2	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000894	0	0.14870E-07	440216.6	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000895	0	0.14870E-07	440208.0	3768046.6	284.4	3.50	4.00	1.63	YES	
L0000896	0	0.14870E-07	440199.5	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000897	0	0.14870E-07	440190.9	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000898	0	0.14870E-07	440182.3	3768046.5	284.5	3.50	4.00	1.63	YES	
L0000899	0	0.14870E-07	440173.7	3768046.5	284.5	3.50	4.00	1.63	YES	

L0000900	0	0.14870E-07	440165.1	3768046.5	284.6	3.50	4.00	1.63	YES
L0000901	0	0.14870E-07	440156.5	3768046.5	284.7	3.50	4.00	1.63	YES
L0000902	0	0.14870E-07	440147.9	3768046.5	284.7	3.50	4.00	1.63	YES
L0000903	0	0.14870E-07	440139.3	3768046.5	284.8	3.50	4.00	1.63	YES
L0000904	0	0.14870E-07	440130.7	3768046.4	284.9	3.50	4.00	1.63	YES
L0000905	0	0.14870E-07	440122.1	3768046.4	285.0	3.50	4.00	1.63	YES
L0000906	0	0.14870E-07	440113.6	3768046.4	285.0	3.50	4.00	1.63	YES
L0000907	0	0.14870E-07	440105.0	3768046.4	285.0	3.50	4.00	1.63	YES
L0000908	0	0.14870E-07	440096.4	3768046.4	285.1	3.50	4.00	1.63	YES
L0000909	0	0.14870E-07	440087.8	3768046.4	285.1	3.50	4.00	1.63	YES
L0000910	0	0.14870E-07	440079.2	3768046.4	285.1	3.50	4.00	1.63	YES
L0000911	0	0.14870E-07	440070.6	3768046.4	285.1	3.50	4.00	1.63	YES
L0000912	0	0.14870E-07	440062.0	3768046.3	285.1	3.50	4.00	1.63	YES
L0000913	0	0.14870E-07	440053.4	3768046.3	285.2	3.50	4.00	1.63	YES
L0000914	0	0.14870E-07	440044.8	3768046.3	285.2	3.50	4.00	1.63	YES
L0000915	0	0.14870E-07	440036.2	3768046.3	285.2	3.50	4.00	1.63	YES
L0000916	0	0.14870E-07	440027.6	3768046.3	285.2	3.50	4.00	1.63	YES
L0000917	0	0.14870E-07	440019.1	3768046.3	285.2	3.50	4.00	1.63	YES
L0000918	0	0.14870E-07	440010.5	3768046.3	285.3	3.50	4.00	1.63	YES
L0000919	0	0.14870E-07	440001.9	3768046.2	285.3	3.50	4.00	1.63	YES
L0000920	0	0.14870E-07	439993.3	3768046.2	285.4	3.50	4.00	1.63	YES
L0000921	0	0.14870E-07	439984.7	3768046.2	285.4	3.50	4.00	1.63	YES
L0000922	0	0.14870E-07	439976.1	3768046.2	285.5	3.50	4.00	1.63	YES
L0000923	0	0.14870E-07	439967.5	3768046.2	285.5	3.50	4.00	1.63	YES
L0000924	0	0.14870E-07	439958.9	3768046.2	285.5	3.50	4.00	1.63	YES
L0000925	0	0.14870E-07	439950.3	3768046.2	285.5	3.50	4.00	1.63	YES
L0000926	0	0.14870E-07	439941.7	3768046.2	285.5	3.50	4.00	1.63	YES
L0000927	0	0.14870E-07	439933.1	3768046.1	285.5	3.50	4.00	1.63	YES
L0000928	0	0.14870E-07	439924.6	3768046.1	285.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000929	0	0.14870E-07	439916.0	3768046.1	285.4	3.50	4.00	1.63	YES	
L0000930	0	0.14870E-07	439907.4	3768046.1	285.3	3.50	4.00	1.63	YES	
L0000931	0	0.29800E-09	439929.9	3768065.1	285.8	3.50	4.00	1.63	YES	
L0000932	0	0.29800E-09	439929.9	3768073.7	285.9	3.50	4.00	1.63	YES	
L0000933	0	0.29800E-09	439929.9	3768082.3	286.0	3.50	4.00	1.63	YES	
L0000934	0	0.29800E-09	439929.9	3768090.9	286.2	3.50	4.00	1.63	YES	
L0000935	0	0.29800E-09	439929.8	3768099.5	286.3	3.50	4.00	1.63	YES	
L0000936	0	0.29800E-09	439929.8	3768108.1	286.4	3.50	4.00	1.63	YES	

L0000937	0	0.29800E-09	439929.8	3768116.7	286.6	3.50	4.00	1.63	YES
L0000938	0	0.29800E-09	439929.8	3768125.3	286.7	3.50	4.00	1.63	YES
L0000939	0	0.29800E-09	439929.8	3768133.9	286.9	3.50	4.00	1.63	YES
L0000940	0	0.29800E-09	439929.8	3768142.5	287.0	3.50	4.00	1.63	YES
L0000941	0	0.29800E-09	439929.7	3768151.0	287.1	3.50	4.00	1.63	YES
L0000942	0	0.29800E-09	439929.7	3768159.6	287.2	3.50	4.00	1.63	YES
L0000943	0	0.29800E-09	439929.7	3768168.2	287.4	3.50	4.00	1.63	YES
L0000944	0	0.29800E-09	439929.7	3768176.8	287.5	3.50	4.00	1.63	YES
L0000945	0	0.29800E-09	439929.7	3768185.4	287.6	3.50	4.00	1.63	YES
L0000946	0	0.29800E-09	439929.7	3768194.0	287.8	3.50	4.00	1.63	YES
L0000947	0	0.29800E-09	439929.6	3768202.6	287.9	3.50	4.00	1.63	YES
L0000948	0	0.29800E-09	439929.6	3768211.2	288.0	3.50	4.00	1.63	YES
L0000949	0	0.29800E-09	439929.6	3768219.8	288.1	3.50	4.00	1.63	YES
L0000950	0	0.29800E-09	439929.6	3768228.4	288.2	3.50	4.00	1.63	YES
L0000951	0	0.29800E-09	439929.6	3768237.0	288.4	3.50	4.00	1.63	YES
L0000952	0	0.29800E-09	439929.6	3768245.5	288.5	3.50	4.00	1.63	YES
L0000953	0	0.29800E-09	439929.6	3768254.1	288.6	3.50	4.00	1.63	YES
L0000954	0	0.29800E-09	439929.5	3768262.7	288.7	3.50	4.00	1.63	YES
L0000955	0	0.29800E-09	439929.5	3768271.3	288.8	3.50	4.00	1.63	YES
L0000956	0	0.29800E-09	439929.5	3768279.9	288.9	3.50	4.00	1.63	YES
L0000957	0	0.29800E-09	439929.5	3768288.5	289.1	3.50	4.00	1.63	YES
L0000958	0	0.29800E-09	439929.5	3768297.1	289.2	3.50	4.00	1.63	YES
L0000959	0	0.29800E-09	439929.5	3768305.7	289.3	3.50	4.00	1.63	YES
L0000960	0	0.29800E-09	439929.4	3768314.3	289.4	3.50	4.00	1.63	YES
L0000961	0	0.29800E-09	439929.4	3768322.9	289.5	3.50	4.00	1.63	YES
L0000962	0	0.29800E-09	439929.4	3768331.5	289.7	3.50	4.00	1.63	YES
L0000963	0	0.29800E-09	439929.4	3768340.0	289.8	3.50	4.00	1.63	YES
L0000964	0	0.29800E-09	439929.4	3768348.6	289.9	3.50	4.00	1.63	YES
L0000965	0	0.29800E-09	439929.4	3768357.2	290.0	3.50	4.00	1.63	YES
L0000966	0	0.29800E-09	439929.3	3768365.8	290.1	3.50	4.00	1.63	YES
L0000967	0	0.29800E-09	439929.3	3768374.4	290.3	3.50	4.00	1.63	YES
L0000968	0	0.29800E-09	439929.3	3768383.0	290.4	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000969	0	0.29800E-09	439929.3	3768391.6	290.6	3.50	4.00	1.63	YES	
L0000970	0	0.29800E-09	439929.3	3768400.2	290.7	3.50	4.00	1.63	YES	
L0000971	0	0.29800E-09	439929.3	3768408.8	290.9	3.50	4.00	1.63	YES	
L0000972	0	0.29800E-09	439929.3	3768417.4	291.1	3.50	4.00	1.63	YES	
L0000973	0	0.29800E-09	439929.2	3768425.9	291.2	3.50	4.00	1.63	YES	

L0000974	0	0.29800E-09	439929.2	3768434.5	291.4	3.50	4.00	1.63	YES
L0000975	0	0.29800E-09	439929.2	3768443.1	291.4	3.50	4.00	1.63	YES
L0000976	0	0.29800E-09	439929.2	3768451.7	291.5	3.50	4.00	1.63	YES
L0000977	0	0.29800E-09	439929.2	3768460.3	291.6	3.50	4.00	1.63	YES
L0000978	0	0.29800E-09	439929.2	3768468.9	291.7	3.50	4.00	1.63	YES
L0000979	0	0.29800E-09	439929.1	3768477.5	291.8	3.50	4.00	1.63	YES
L0000980	0	0.29800E-09	439929.1	3768486.1	291.9	3.50	4.00	1.63	YES
L0000981	0	0.29800E-09	439929.1	3768494.7	292.0	3.50	4.00	1.63	YES
L0000982	0	0.29800E-09	439929.1	3768503.3	292.1	3.50	4.00	1.63	YES
L0000983	0	0.29800E-09	439929.1	3768511.9	292.2	3.50	4.00	1.63	YES
L0000984	0	0.29800E-09	439929.1	3768520.4	292.3	3.50	4.00	1.63	YES
L0000985	0	0.29800E-09	439929.0	3768529.0	292.4	3.50	4.00	1.63	YES
L0000986	0	0.29800E-09	439929.0	3768537.6	292.5	3.50	4.00	1.63	YES
L0000987	0	0.29800E-09	439929.0	3768546.2	292.6	3.50	4.00	1.63	YES
L0000988	0	0.29800E-09	439929.0	3768554.8	292.7	3.50	4.00	1.63	YES
L0000989	0	0.29800E-09	439929.0	3768563.4	292.8	3.50	4.00	1.63	YES
L0000990	0	0.29800E-09	439929.0	3768572.0	292.9	3.50	4.00	1.63	YES
L0000991	0	0.29800E-09	439928.9	3768580.6	293.0	3.50	4.00	1.63	YES
L0000992	0	0.29800E-09	439928.9	3768589.2	293.1	3.50	4.00	1.63	YES
L0000993	0	0.29800E-09	439928.9	3768597.8	293.2	3.50	4.00	1.63	YES
L0000994	0	0.29800E-09	439928.9	3768606.4	293.3	3.50	4.00	1.63	YES
L0000995	0	0.29800E-09	439928.9	3768614.9	293.4	3.50	4.00	1.63	YES
L0000996	0	0.29800E-09	439928.9	3768623.5	293.5	3.50	4.00	1.63	YES
L0000997	0	0.29800E-09	439928.9	3768632.1	293.6	3.50	4.00	1.63	YES
L0000998	0	0.29800E-09	439928.8	3768640.7	293.7	3.50	4.00	1.63	YES
L0000999	0	0.29800E-09	439928.8	3768649.3	293.8	3.50	4.00	1.63	YES
L0001000	0	0.29800E-09	439928.8	3768657.9	293.9	3.50	4.00	1.63	YES
L0001001	0	0.29800E-09	439928.8	3768666.5	294.0	3.50	4.00	1.63	YES
L0001002	0	0.29800E-09	439928.8	3768675.1	294.2	3.50	4.00	1.63	YES
L0001003	0	0.29800E-09	439928.8	3768683.7	294.3	3.50	4.00	1.63	YES
L0001004	0	0.29800E-09	439928.7	3768692.3	294.4	3.50	4.00	1.63	YES
L0001005	0	0.29800E-09	439928.7	3768700.9	294.5	3.50	4.00	1.63	YES
L0001006	0	0.29800E-09	439928.7	3768709.4	294.6	3.50	4.00	1.63	YES
L0001007	0	0.29800E-09	439928.7	3768718.0	294.7	3.50	4.00	1.63	YES
L0001008	0	0.29800E-09	439928.7	3768726.6	294.9	3.50	4.00	1.63	YES

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0001009	0	0.29800E-09	439928.7	3768735.2	295.0	3.50	4.00	1.63	YES	
L0001010	0	0.29800E-09	439928.6	3768743.8	295.1	3.50	4.00	1.63	YES	

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L0001011         0   0.74440E-08  439901.1 3768028.8   285.0     3.50     4.00     1.63     YES
L0001012         0   0.74440E-08  439901.2 3768020.3   284.9     3.50     4.00     1.63     YES
L0001013         0   0.74440E-08  439901.2 3768011.7   284.8     3.50     4.00     1.63     YES
L0001014         0   0.74440E-08  439901.3 3768003.1   284.7     3.50     4.00     1.63     YES
L0001015         0   0.74440E-08  439901.4 3767994.5   284.5     3.50     4.00     1.63     YES
L0001016         0   0.74440E-08  439901.4 3767985.9   284.4     3.50     4.00     1.63     YES
L0001017         0   0.74440E-08  439901.5 3767977.3   284.3     3.50     4.00     1.63     YES
L0001018         0   0.74440E-08  439901.6 3767968.7   284.2     3.50     4.00     1.63     YES
L0001019         0   0.74440E-08  439901.6 3767960.1   284.0     3.50     4.00     1.63     YES
L0001020         0   0.74440E-08  439901.7 3767951.5   283.9     3.50     4.00     1.63     YES
L0001021         0   0.74440E-08  439901.8 3767942.9   283.8     3.50     4.00     1.63     YES
L0001022         0   0.74440E-08  439901.8 3767934.4   283.6     3.50     4.00     1.63     YES
L0001023         0   0.74440E-08  439901.9 3767925.8   283.5     3.50     4.00     1.63     YES
L0001024         0   0.74440E-08  439902.0 3767917.2   283.3     3.50     4.00     1.63     YES
L0001025         0   0.74440E-08  439902.0 3767908.6   283.2     3.50     4.00     1.63     YES
L0001026         0   0.74440E-08  439902.1 3767900.0   283.0     3.50     4.00     1.63     YES
L0001027         0   0.74440E-08  439902.2 3767891.4   282.9     3.50     4.00     1.63     YES
L0001028         0   0.74440E-08  439902.3 3767882.8   282.8     3.50     4.00     1.63     YES
L0001029         0   0.74440E-08  439902.3 3767874.2   282.6     3.50     4.00     1.63     YES
L0001030         0   0.74440E-08  439902.4 3767865.6   282.5     3.50     4.00     1.63     YES
L0001031         0   0.74440E-08  439902.5 3767857.0   282.3     3.50     4.00     1.63     YES
L0001032         0   0.74440E-08  439902.5 3767848.4   282.2     3.50     4.00     1.63     YES
L0001033         0   0.74440E-08  439902.6 3767839.9   282.0     3.50     4.00     1.63     YES
L0001034         0   0.74440E-08  439902.7 3767831.3   281.9     3.50     4.00     1.63     YES
L0001035         0   0.74440E-08  439902.7 3767822.7   281.8     3.50     4.00     1.63     YES
L0001036         0   0.74440E-08  439902.8 3767814.1   281.6     3.50     4.00     1.63     YES
L0001037         0   0.74440E-08  439902.9 3767805.5   281.4     3.50     4.00     1.63     YES
L0001038         0   0.74440E-08  439902.9 3767796.9   281.3     3.50     4.00     1.63     YES
L0001039         0   0.74440E-08  439903.0 3767788.3   281.1     3.50     4.00     1.63     YES
L0001040         0   0.74440E-08  439903.1 3767779.7   281.0     3.50     4.00     1.63     YES
L0001041         0   0.74440E-08  439903.1 3767771.1   280.8     3.50     4.00     1.63     YES
L0001042         0   0.74440E-08  439903.2 3767762.5   280.7     3.50     4.00     1.63     YES
L0001043         0   0.74440E-08  439903.3 3767754.0   280.6     3.50     4.00     1.63     YES
L0001044         0   0.74440E-08  439903.4 3767745.4   280.4     3.50     4.00     1.63     YES
L0001045         0   0.74440E-08  439903.4 3767736.8   280.3     3.50     4.00     1.63     YES
L0001046         0   0.74440E-08  439903.5 3767728.2   280.1     3.50     4.00     1.63     YES
L0001047         0   0.74440E-08  439903.6 3767719.6   280.0     3.50     4.00     1.63     YES
L0001048         0   0.74440E-08  439903.6 3767711.0   279.9     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                 PAGE   8
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                          *** VOLUME SOURCE DATA ***

             NUMBER EMISSION RATE                    BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
  SOURCE      PART.  (GRAMS/SEC)     X        Y      ELEV.   HEIGHT      SY       SZ     SOURCE  SCALAR VARY
    ID        CATS.               (METERS) (METERS) (METERS) (METERS) (METERS) (METERS)             BY
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L0001049        0   0.74440E-08  439903.7 3767702.4   279.7     3.50     4.00     1.63     YES
L0001050        0   0.74440E-08  439903.8 3767693.8   279.6     3.50     4.00     1.63     YES
L0001051        0   0.74440E-08  439903.8 3767685.2   279.4     3.50     4.00     1.63     YES
L0001052        0   0.74440E-08  439903.9 3767676.6   279.3     3.50     4.00     1.63     YES
L0001053        0   0.74440E-08  439904.0 3767668.0   279.2     3.50     4.00     1.63     YES
L0001054        0   0.74440E-08  439904.0 3767659.5   279.0     3.50     4.00     1.63     YES
L0001055        0   0.74440E-08  439904.1 3767650.9   278.9     3.50     4.00     1.63     YES
L0001056        0   0.74440E-08  439904.2 3767642.3   278.8     3.50     4.00     1.63     YES
L0001057        0   0.74440E-08  439904.2 3767633.7   278.6     3.50     4.00     1.63     YES
L0001058        0   0.74440E-08  439904.3 3767625.1   278.5     3.50     4.00     1.63     YES
L0001059        0   0.74440E-08  439904.4 3767616.5   278.3     3.50     4.00     1.63     YES
L0001060        0   0.74440E-08  439904.5 3767607.9   278.2     3.50     4.00     1.63     YES
L0001061        0   0.74440E-08  439904.5 3767599.3   278.1     3.50     4.00     1.63     YES
L0001062        0   0.74440E-08  439904.6 3767590.7   277.9     3.50     4.00     1.63     YES
L0001063        0   0.74440E-08  439904.7 3767582.1   277.8     3.50     4.00     1.63     YES
L0001064        0   0.74440E-08  439904.7 3767573.6   277.7     3.50     4.00     1.63     YES
L0001065        0   0.74440E-08  439904.8 3767565.0   277.6     3.50     4.00     1.63     YES
L0001066        0   0.74440E-08  439904.9 3767556.4   277.4     3.50     4.00     1.63     YES
L0001067        0   0.74440E-08  439904.9 3767547.8   277.3     3.50     4.00     1.63     YES
L0001068        0   0.74440E-08  439905.0 3767539.2   277.2     3.50     4.00     1.63     YES
L0001069        0   0.74440E-08  439905.1 3767530.6   277.1     3.50     4.00     1.63     YES
L0001070        0   0.74440E-08  439905.1 3767522.0   276.9     3.50     4.00     1.63     YES
L0001071        0   0.74440E-08  439905.2 3767513.4   276.8     3.50     4.00     1.63     YES
L0001072        0   0.74440E-08  439905.3 3767504.8   276.7     3.50     4.00     1.63     YES
L0001073        0   0.74440E-08  439905.3 3767496.2   276.6     3.50     4.00     1.63     YES
L0001074        0   0.74440E-08  439905.4 3767487.6   276.5     3.50     4.00     1.63     YES
L0001075        0   0.74440E-08  439905.5 3767479.1   276.4     3.50     4.00     1.63     YES
L0001076        0   0.74440E-08  439905.6 3767470.5   276.3     3.50     4.00     1.63     YES
L0001077        0   0.74440E-08  439905.6 3767461.9   276.2     3.50     4.00     1.63     YES
L0001078        0   0.74440E-08  439905.7 3767453.3   276.0     3.50     4.00     1.63     YES
L0001079        0   0.74440E-08  439905.8 3767444.7   275.9     3.50     4.00     1.63     YES
L0001080        0   0.74440E-08  439905.8 3767436.1   275.8     3.50     4.00     1.63     YES
L0001081        0   0.74440E-08  439905.9 3767427.5   275.7     3.50     4.00     1.63     YES
L0001082        0   0.74440E-08  439906.0 3767418.9   275.6     3.50     4.00     1.63     YES
L0001083        0   0.74440E-08  439906.0 3767410.3   275.5     3.50     4.00     1.63     YES
L0001084        0   0.74440E-08  439906.1 3767401.7   275.4     3.50     4.00     1.63     YES
L0001085        0   0.74440E-08  439906.2 3767393.2   275.3     3.50     4.00     1.63     YES
L0001086        0   0.74440E-08  439906.2 3767384.6   275.2     3.50     4.00     1.63     YES
L0001087        0   0.74440E-08  439906.3 3767376.0   275.1     3.50     4.00     1.63     YES
L0001088        0   0.74440E-08  439906.4 3767367.4   275.0     3.50     4.00     1.63     YES

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                              ***        20:37:08
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*


                                        *** VOLUME SOURCE DATA ***

            NUMBER EMISSION RATE                  BASE    RELEASE    INIT.    INIT.   URBAN  EMISSION RATE
```

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SOURCE	SCALAR VARY BY
L0001089	0	0.74440E-08	439906.4	3767358.8	274.9	3.50	4.00	1.63	YES	
L0001090	0	0.74440E-08	439906.5	3767350.2	274.9	3.50	4.00	1.63	YES	
L0001091	0	0.74440E-08	439906.6	3767341.6	274.7	3.50	4.00	1.63	YES	
L0001092	0	0.74440E-08	439906.7	3767333.0	274.6	3.50	4.00	1.63	YES	
L0001093	0	0.74440E-08	439906.7	3767324.4	274.5	3.50	4.00	1.63	YES	
L0001094	0	0.74440E-08	439906.8	3767315.8	274.4	3.50	4.00	1.63	YES	
L0001095	0	0.74440E-08	439906.9	3767307.2	274.3	3.50	4.00	1.63	YES	
L0001096	0	0.74440E-08	439906.9	3767298.7	274.1	3.50	4.00	1.63	YES	
L0001097	0	0.74440E-08	439907.0	3767290.1	274.0	3.50	4.00	1.63	YES	
L0001098	0	0.74440E-08	439907.1	3767281.5	273.9	3.50	4.00	1.63	YES	
L0001099	0	0.74440E-08	439907.1	3767272.9	273.8	3.50	4.00	1.63	YES	
L0001100	0	0.74440E-08	439907.2	3767264.3	273.8	3.50	4.00	1.63	YES	

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs
ALL	STCK1 , STCK2 , STCK3 , L0000849 , L0000850 , L0000851 , L0000852 , L0000853 ,
	L0000854 , L0000855 , L0000856 , L0000857 , L0000858 , L0000859 , L0000860 , L0000861 ,
	L0000862 , L0000863 , L0000864 , L0000865 , L0000866 , L0000867 , L0000868 , L0000869 ,
	L0000870 , L0000871 , L0000872 , L0000873 , L0000874 , L0000875 , L0000876 , L0000877 ,
	L0000878 , L0000879 , L0000880 , L0000881 , L0000882 , L0000883 , L0000884 , L0000885 ,
	L0000886 , L0000887 , L0000888 , L0000889 , L0000890 , L0000891 , L0000892 , L0000893 ,
	L0000894 , L0000895 , L0000896 , L0000897 , L0000898 , L0000899 , L0000900 , L0000901 ,
	L0000902 , L0000903 , L0000904 , L0000905 , L0000906 , L0000907 , L0000908 , L0000909 ,
	L0000910 , L0000911 , L0000912 , L0000913 , L0000914 , L0000915 , L0000916 , L0000917 ,
	L0000918 , L0000919 , L0000920 , L0000921 , L0000922 , L0000923 , L0000924 , L0000925 ,
	L0000926 , L0000927 , L0000928 , L0000929 , L0000930 , L0000931 , L0000932 , L0000933 ,

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            L0000934    , L0000935    , L0000936    , L0000937    , L0000938    , L0000939    , L0000940    , L0000941    ,

            L0000942    , L0000943    , L0000944    , L0000945    , L0000946    , L0000947    , L0000948    , L0000949    ,

            L0000950    , L0000951    , L0000952    , L0000953    , L0000954    , L0000955    , L0000956    , L0000957    ,

            L0000958    , L0000959    , L0000960    , L0000961    , L0000962    , L0000963    , L0000964    , L0000965    ,

            L0000966    , L0000967    , L0000968    , L0000969    , L0000970    , L0000971    , L0000972    , L0000973    ,

            L0000974    , L0000975    , L0000976    , L0000977    , L0000978    , L0000979    , L0000980    , L0000981    ,

            L0000982    , L0000983    , L0000984    , L0000985    , L0000986    , L0000987    , L0000988    , L0000989    ,

            L0000990    , L0000991    , L0000992    , L0000993    , L0000994    , L0000995    , L0000996    , L0000997    ,

            L0000998    , L0000999    , L0001000    , L0001001    , L0001002    , L0001003    , L0001004    , L0001005    ,
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*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID	SOURCE IDs

```
            L0001006    , L0001007    , L0001008    , L0001009    , L0001010    , L0001011    , L0001012    , L0001013    ,

            L0001014    , L0001015    , L0001016    , L0001017    , L0001018    , L0001019    , L0001020    , L0001021    ,

            L0001022    , L0001023    , L0001024    , L0001025    , L0001026    , L0001027    , L0001028    , L0001029    ,

            L0001030    , L0001031    , L0001032    , L0001033    , L0001034    , L0001035    , L0001036    , L0001037    ,

            L0001038    , L0001039    , L0001040    , L0001041    , L0001042    , L0001043    , L0001044    , L0001045    ,

            L0001046    , L0001047    , L0001048    , L0001049    , L0001050    , L0001051    , L0001052    , L0001053    ,

            L0001054    , L0001055    , L0001056    , L0001057    , L0001058    , L0001059    , L0001060    , L0001061    ,

            L0001062    , L0001063    , L0001064    , L0001065    , L0001066    , L0001067    , L0001068    , L0001069    ,

            L0001070    , L0001071    , L0001072    , L0001073    , L0001074    , L0001075    , L0001076    , L0001077    ,

            L0001078    , L0001079    , L0001080    , L0001081    , L0001082    , L0001083    , L0001084    , L0001085    ,

            L0001086    , L0001087    , L0001088    , L0001089    , L0001090    , L0001091    , L0001092    , L0001093    ,
```

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

URBAN ID	URBAN POP	SOURCE IDs

2035210. STCK1 , STCK2 , STCK3 , L0000849 , L0000850 , L0000851 , L0000852 , L0000853 ,
L0000854 , L0000855 , L0000856 , L0000857 , L0000858 , L0000859 , L0000860 , L0000861 ,
L0000862 , L0000863 , L0000864 , L0000865 , L0000866 , L0000867 , L0000868 , L0000869 ,
L0000870 , L0000871 , L0000872 , L0000873 , L0000874 , L0000875 , L0000876 , L0000877 ,
L0000878 , L0000879 , L0000880 , L0000881 , L0000882 , L0000883 , L0000884 , L0000885 ,
L0000886 , L0000887 , L0000888 , L0000889 , L0000890 , L0000891 , L0000892 , L0000893 ,
L0000894 , L0000895 , L0000896 , L0000897 , L0000898 , L0000899 , L0000900 , L0000901 ,
L0000902 , L0000903 , L0000904 , L0000905 , L0000906 , L0000907 , L0000908 , L0000909 ,
L0000910 , L0000911 , L0000912 , L0000913 , L0000914 , L0000915 , L0000916 , L0000917 ,
L0000918 , L0000919 , L0000920 , L0000921 , L0000922 , L0000923 , L0000924 , L0000925 ,
L0000926 , L0000927 , L0000928 , L0000929 , L0000930 , L0000931 , L0000932 , L0000933 ,
L0000934 , L0000935 , L0000936 , L0000937 , L0000938 , L0000939 , L0000940 , L0000941 ,
L0000942 , L0000943 , L0000944 , L0000945 , L0000946 , L0000947 , L0000948 , L0000949 ,
L0000950 , L0000951 , L0000952 , L0000953 , L0000954 , L0000955 , L0000956 , L0000957 ,
L0000958 , L0000959 , L0000960 , L0000961 , L0000962 , L0000963 , L0000964 , L0000965 ,
L0000966 , L0000967 , L0000968 , L0000969 , L0000970 , L0000971 , L0000972 , L0000973 ,
L0000974 , L0000975 , L0000976 , L0000977 , L0000978 , L0000979 , L0000980 , L0000981 ,
L0000982 , L0000983 , L0000984 , L0000985 , L0000986 , L0000987 , L0000988 , L0000989 ,

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           L0000990    , L0000991    , L0000992    , L0000993    , L0000994    , L0000995    , L0000996    , L0000997    ,

           L0000998    , L0000999    , L0001000    , L0001001    , L0001002    , L0001003    , L0001004    , L0001005    ,

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                              ***        20:37:08
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

 URBAN ID   URBAN POP                                SOURCE IDs
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           L0001006    , L0001007    , L0001008    , L0001009    , L0001010    , L0001011    , L0001012    , L0001013    ,

           L0001014    , L0001015    , L0001016    , L0001017    , L0001018    , L0001019    , L0001020    , L0001021    ,

           L0001022    , L0001023    , L0001024    , L0001025    , L0001026    , L0001027    , L0001028    , L0001029    ,

           L0001030    , L0001031    , L0001032    , L0001033    , L0001034    , L0001035    , L0001036    , L0001037    ,

           L0001038    , L0001039    , L0001040    , L0001041    , L0001042    , L0001043    , L0001044    , L0001045    ,

           L0001046    , L0001047    , L0001048    , L0001049    , L0001050    , L0001051    , L0001052    , L0001053    ,

           L0001054    , L0001055    , L0001056    , L0001057    , L0001058    , L0001059    , L0001060    , L0001061    ,

           L0001062    , L0001063    , L0001064    , L0001065    , L0001066    , L0001067    , L0001068    , L0001069    ,

           L0001070    , L0001071    , L0001072    , L0001073    , L0001074    , L0001075    , L0001076    , L0001077    ,

           L0001078    , L0001079    , L0001080    , L0001081    , L0001082    , L0001083    , L0001084    , L0001085    ,

           L0001086    , L0001087    , L0001088    , L0001089    , L0001090    , L0001091    , L0001092    , L0001093    ,

           L0001094    , L0001095    , L0001096    , L0001097    , L0001098    , L0001099    , L0001100    ,

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                              ***        20:37:08
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                        *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***


SOURCE ID: STCK1
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
```

1	13.4,	119.2,	68.4,	-55.5,	59.2,	2	13.4,	121.7,	85.1,	-73.8,	55.0,
3	13.4,	120.6,	99.2,	-89.8,	49.2,	4	13.4,	115.8,	110.4,	-103.1,	41.9,
5	13.4,	107.5,	118.1,	-113.2,	33.4,	6	13.4,	95.9,	122.3,	-120.0,	23.8,
7	13.4,	81.4,	122.8,	-123.0,	13.5,	8	13.4,	64.4,	119.5,	-122.4,	2.8,
9	13.4,	50.2,	113.0,	-118.0,	-10.4,	10	13.4,	68.4,	119.2,	-118.7,	-21.3,
11	13.4,	85.1,	121.7,	-115.9,	-31.2,	12	13.4,	99.2,	120.6,	-109.5,	-40.2,
13	13.4,	110.4,	115.8,	-99.8,	-47.9,	14	13.4,	118.1,	107.5,	-87.1,	-54.2,
15	13.4,	122.3,	95.9,	-71.7,	-58.8,	16	13.4,	122.8,	81.4,	-54.2,	-61.6,
17	13.4,	119.5,	64.4,	-34.9,	-62.6,	18	13.4,	113.0,	50.2,	-14.7,	-61.5,
19	13.4,	119.2,	68.4,	-12.9,	-59.2,	20	13.4,	121.7,	85.1,	-11.3,	-55.0,
21	13.4,	120.6,	99.2,	-9.5,	-49.2,	22	13.4,	115.8,	110.4,	-7.3,	-41.9,
23	13.4,	107.5,	118.1,	-4.9,	-33.4,	24	13.4,	95.9,	122.3,	-2.4,	-23.8,
25	13.4,	81.4,	122.8,	0.2,	-13.5,	26	13.4,	64.4,	119.5,	2.8,	-2.8,
27	13.4,	50.2,	113.0,	5.0,	10.4,	28	13.4,	68.4,	119.2,	-0.4,	21.3,
29	13.4,	85.1,	121.7,	-5.8,	31.2,	30	13.4,	99.2,	120.6,	-11.1,	40.2,
31	13.4,	110.4,	115.8,	-16.0,	47.9,	32	13.4,	118.1,	107.5,	-20.4,	54.2,
33	13.4,	122.3,	95.9,	-24.2,	58.8,	34	13.4,	122.8,	81.4,	-27.2,	61.6,
35	13.4,	119.5,	64.4,	-29.4,	62.6,	36	13.4,	113.0,	50.2,	-35.6,	61.5,

SOURCE ID: STCK2

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	13.4,	119.2,	68.4,	-44.4,	60.9,	2	13.4,	121.7,	85.1,	-63.1,	58.7,
3	13.4,	120.6,	99.2,	-79.9,	54.7,	4	13.4,	115.8,	110.4,	-94.3,	49.0,
5	13.4,	107.5,	118.1,	-105.8,	41.9,	6	13.4,	95.9,	122.3,	-114.1,	33.4,
7	13.4,	81.4,	122.8,	-119.0,	24.0,	8	13.4,	64.4,	119.5,	-120.2,	13.8,
9	13.4,	50.2,	113.0,	-117.8,	0.8,	10	13.4,	68.4,	119.2,	-120.5,	-10.2,
11	13.4,	85.1,	121.7,	-119.5,	-20.6,	12	13.4,	99.2,	120.6,	-115.0,	-30.3,
13	13.4,	110.4,	115.8,	-106.9,	-39.1,	14	13.4,	118.1,	107.5,	-95.6,	-46.8,
15	13.4,	122.3,	95.9,	-81.4,	-53.0,	16	13.4,	122.8,	81.4,	-64.7,	-57.6,
17	13.4,	119.5,	64.4,	-46.0,	-60.4,	18	13.4,	113.0,	50.2,	-25.9,	-61.3,
19	13.4,	119.2,	68.4,	-24.0,	-60.9,	20	13.4,	121.7,	85.1,	-22.0,	-58.7,
21	13.4,	120.6,	99.2,	-19.3,	-54.7,	22	13.4,	115.8,	110.4,	-16.1,	-49.0,
23	13.4,	107.5,	118.1,	-12.3,	-41.9,	24	13.4,	95.9,	122.3,	-8.2,	-33.4,
25	13.4,	81.4,	122.8,	-3.8,	-24.0,	26	13.4,	64.4,	119.5,	0.7,	-13.8,
27	13.4,	50.2,	113.0,	4.8,	-0.8,	28	13.4,	68.4,	119.2,	1.3,	10.2,
29	13.4,	85.1,	121.7,	-2.2,	20.6,	30	13.4,	99.2,	120.6,	-5.6,	30.3,
31	13.4,	110.4,	115.8,	-8.9,	39.1,	32	13.4,	118.1,	107.5,	-11.9,	46.8,
33	13.4,	122.3,	95.9,	-14.5,	53.0,	34	13.4,	122.8,	81.4,	-16.7,	57.6,
35	13.4,	119.5,	64.4,	-18.4,	60.4,	36	13.4,	113.0,	50.2,	-24.3,	61.3,

SOURCE ID: STCK3

IFV	BH	BW	BL	XADJ	YADJ	IFV	BH	BW	BL	XADJ	YADJ
1	0.0,	0.0,	0.0,	0.0,	0.0,	2	0.0,	0.0,	0.0,	0.0,	0.0,
3	13.4,	120.6,	99.2,	-115.9,	66.0,	4	13.4,	115.8,	110.4,	-131.7,	53.9,
5	13.4,	107.5,	118.1,	-143.5,	40.1,	6	13.4,	95.9,	122.3,	-151.0,	25.2,
7	13.4,	81.4,	122.8,	-153.8,	9.5,	8	13.4,	64.4,	119.5,	-152.0,	-6.5,
9	13.4,	50.2,	113.0,	-145.5,	-24.7,	10	13.4,	68.4,	119.2,	-143.4,	-40.2,
11	0.0,	0.0,	0.0,	0.0,	0.0,	12	0.0,	0.0,	0.0,	0.0,	0.0,
13	0.0,	0.0,	0.0,	0.0,	0.0,	14	0.0,	0.0,	0.0,	0.0,	0.0,

15	0.0,	0.0,	0.0,	0.0,	0.0,	16	0.0,	0.0,	0.0,	0.0,	0.0,
17	0.0,	0.0,	0.0,	0.0,	0.0,	18	0.0,	0.0,	0.0,	0.0,	0.0,
19	0.0,	0.0,	0.0,	0.0,	0.0,	20	0.0,	0.0,	0.0,	0.0,	0.0,
21	13.4,	120.6,	99.2,	16.7,	-66.0,	22	13.4,	115.8,	110.4,	21.4,	-53.9,
23	13.4,	107.5,	118.1,	25.4,	-40.1,	24	0.0,	0.0,	0.0,	0.0,	0.0,
25	0.0,	0.0,	0.0,	0.0,	0.0,	26	0.0,	0.0,	0.0,	0.0,	0.0,
27	0.0,	0.0,	0.0,	0.0,	0.0,	28	13.4,	68.4,	119.2,	24.2,	40.2,
29	0.0,	0.0,	0.0,	0.0,	0.0,	30	0.0,	0.0,	0.0,	0.0,	0.0,
31	0.0,	0.0,	0.0,	0.0,	0.0,	32	0.0,	0.0,	0.0,	0.0,	0.0,
33	0.0,	0.0,	0.0,	0.0,	0.0,	34	0.0,	0.0,	0.0,	0.0,	0.0,
35	0.0,	0.0,	0.0,	0.0,	0.0,	36	0.0,	0.0,	0.0,	0.0,	0.0,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

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

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

439801.6, 439866.6, 439931.6, 439996.6, 440061.6, 440126.6, 440191.6, 440256.6, 440321.6, 440386.6,
440451.6, 440516.6, 440581.6, 440646.6, 440711.6, 440776.6, 440841.6, 440906.6, 440971.6, 441036.6,
441101.6,

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

3767366.7, 3767431.7, 3767496.7, 3767561.7, 3767626.7, 3767691.7, 3767756.7, 3767821.7, 3767886.7, 3767951.7,
3768016.7, 3768081.7, 3768146.7, 3768211.7, 3768276.7, 3768341.7, 3768406.7, 3768471.7, 3768536.7, 3768601.7,
3768666.7,

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 439801.57	439866.57	439931.57	439996.57	440061.57	440126.57	440191.57	440256.57	440321.57
3768666.66	294.50	294.40	294.00	293.70	293.50	293.40	292.90	292.60	292.60
3768601.66	293.50	293.70	293.20	293.00	292.60	292.50	292.10	291.60	291.70

3768536.66	292.50	292.60	292.50	292.20	291.90	291.50	291.10	290.80	290.70
3768471.66	291.90	292.00	291.70	291.60	291.00	290.70	290.30	290.10	290.00
3768406.66	290.80	290.90	290.80	290.60	290.20	289.80	289.60	289.40	289.20
3768341.66	289.60	290.10	289.80	289.50	289.30	288.60	288.60	288.30	288.10
3768276.66	288.80	288.90	288.90	288.70	288.30	287.80	287.60	287.40	287.30
3768211.66	287.70	288.00	288.00	287.70	287.70	286.70	286.70	286.70	286.50
3768146.66	286.70	286.80	287.00	286.80	286.70	285.90	285.60	285.70	285.60
3768081.66	285.90	286.10	286.00	285.80	285.70	285.50	284.90	285.00	284.80
3768016.66	285.00	284.80	285.00	284.80	284.90	284.70	284.10	283.90	283.90
3767951.66	284.30	284.00	283.90	283.80	284.00	284.10	283.50	283.20	283.10
3767886.66	283.30	282.90	282.90	282.80	283.00	283.00	282.90	282.00	281.90
3767821.66	282.30	281.80	281.70	281.70	282.20	281.80	281.80	281.30	281.00
3767756.66	281.00	280.70	280.70	280.90	281.20	280.80	280.40	280.30	280.30
3767691.66	279.90	279.70	279.60	279.80	280.40	279.90	278.90	278.90	279.20
3767626.66	278.90	278.70	278.50	278.80	279.40	279.20	278.10	278.00	278.00
3767561.66	278.10	277.60	277.50	277.80	278.20	278.40	277.50	277.30	277.30
3767496.66	277.00	276.70	276.60	276.90	276.80	276.80	276.80	276.60	276.60
3767431.66	276.00	275.90	275.70	275.80	275.60	275.50	275.90	275.70	275.80
3767366.66	275.10	275.30	274.90	275.00	275.10	275.20	274.90	275.00	275.10

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	292.80	292.80	292.60	292.50	292.10	292.70	293.00	292.60	292.10
3768601.66	291.90	291.70	291.70	291.70	291.70	292.20	292.30	291.90	290.80
3768536.66	290.80	290.60	290.70	290.80	290.80	290.80	291.00	291.10	290.70
3768471.66	290.00	289.80	289.60	289.70	289.80	289.80	290.10	290.10	289.90
3768406.66	289.00	288.80	288.70	288.70	288.70	288.80	288.80	289.00	289.00
3768341.66	287.90	288.00	287.80	287.50	287.70	287.70	287.60	287.70	287.90
3768276.66	287.00	286.90	286.70	286.70	286.70	286.80	286.80	286.90	287.10
3768211.66	286.30	286.00	285.80	285.70	285.70	285.60	285.60	285.90	285.90
3768146.66	285.40	285.20	284.90	284.50	284.70	284.60	284.60	284.90	285.00
3768081.66	284.50	284.30	284.10	283.40	283.60	283.70	283.60	283.80	283.80
3768016.66	283.50	283.30	283.10	282.50	282.40	282.50	282.60	282.80	282.70
3767951.66	282.80	282.40	282.10	281.80	281.30	281.30	281.60	281.60	281.50
3767886.66	281.90	281.50	281.10	280.90	280.20	280.20	280.60	280.60	280.60
3767821.66	280.80	280.60	280.60	280.30	279.50	279.50	279.60	279.50	279.50
3767756.66	279.90	279.60	279.80	279.60	278.90	278.70	278.60	279.00	279.10
3767691.66	279.00	278.60	278.90	278.90	278.20	277.90	277.90	277.90	278.00
3767626.66	278.20	277.60	278.10	278.10	277.70	277.10	277.00	277.10	277.70
3767561.66	277.30	276.70	277.10	277.20	277.50	276.70	276.10	275.90	275.90

3767496.66	276.40	275.70	276.10	276.50	276.10	275.90	275.40	275.60	275.50
3767431.66	275.50	274.80	275.30	275.80	275.30	275.30	274.70	274.00	274.00
3767366.66	274.90	274.10	274.60	275.00	274.90	274.70	273.90	273.40	273.30

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* ELEVATION HEIGHTS IN METERS *

Y-COORD (METERS)	X-COORD (METERS)		
	440971.57	441036.57	441101.57
3768666.66	291.90	292.10	292.80
3768601.66	290.60	291.10	291.50
3768536.66	290.40	290.20	290.20
3768471.66	289.70	289.20	289.10
3768406.66	288.60	288.50	288.20
3768341.66	287.30	286.90	287.00
3768276.66	286.30	285.90	285.90
3768211.66	285.40	285.20	285.00
3768146.66	284.70	284.20	284.00
3768081.66	284.00	283.50	283.50
3768016.66	282.80	282.70	282.50
3767951.66	281.80	281.90	281.70
3767886.66	280.80	281.10	280.70
3767821.66	279.60	280.00	279.80
3767756.66	279.20	279.10	278.90
3767691.66	278.10	278.10	277.80
3767626.66	277.50	277.60	277.50
3767561.66	275.90	275.90	276.30
3767496.66	275.80	275.60	275.50
3767431.66	274.70	274.50	274.60
3767366.66	273.70	273.50	273.60

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS)								
	439801.57	439866.57	439931.57	439996.57	440061.57	440126.57	440191.57	440256.57	440321.57

3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

3767691.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00	3067.00

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

* HILL HEIGHT SCALES IN METERS *

Y-COORD (METERS)	X-COORD (METERS) 440971.57	441036.57	441101.57
3768666.66	3067.00	3067.00	3067.00
3768601.66	3067.00	3067.00	3067.00
3768536.66	3067.00	3067.00	3067.00
3768471.66	3067.00	3067.00	3067.00
3768406.66	3067.00	3067.00	3067.00
3768341.66	3067.00	3067.00	3067.00
3768276.66	3067.00	3067.00	3067.00
3768211.66	3067.00	3067.00	3067.00
3768146.66	3067.00	3067.00	3067.00
3768081.66	3067.00	3067.00	3067.00
3768016.66	3067.00	3067.00	3067.00
3767951.66	3067.00	3067.00	3067.00
3767886.66	3067.00	3067.00	3067.00
3767821.66	3067.00	3067.00	3067.00
3767756.66	3067.00	3067.00	3067.00
3767691.66	3067.00	3067.00	3067.00
3767626.66	3067.00	3067.00	3067.00
3767561.66	3067.00	3067.00	3067.00
3767496.66	3067.00	3067.00	3067.00
3767431.66	3067.00	3067.00	3067.00
3767366.66	3067.00	3067.00	3067.00

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

```
    ( 440602.1, 3768013.6,     282.4,    3067.0,       0.0);        ( 440606.9, 3768072.1,     283.2,    3067.0,       0.0);
    ( 440528.0, 3767956.8,     282.1,    3067.0,       0.0);        ( 440393.1, 3767943.9,     282.7,    3067.0,       0.0);
    ( 440355.1, 3768069.8,     284.4,    3067.0,       0.0);        ( 440349.3, 3768032.1,     284.0,    3067.0,       0.0);
    ( 439859.8, 3768065.2,     285.8,    3067.0,       0.0);        ( 439954.8, 3768030.0,     285.3,    3067.0,       0.0);
    ( 439874.8, 3768029.3,     284.9,    3067.0,       0.0);        ( 439885.3, 3767904.7,     283.1,    3067.0,       0.0);
    ( 439876.8, 3767460.2,     276.2,    3067.0,       0.0);        ( 439948.7, 3768350.1,     289.9,    3067.0,       0.0);

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                 PAGE  23
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                    * SOURCE-RECEPTOR COMBINATIONS FOR WHICH CALCULATIONS MAY NOT BE PERFORMED *
                      LESS THAN 1.0 METER; WITHIN OPENPIT; OR BEYOND 80KM FOR FASTAREA/FASTALL


                          SOURCE          - - RECEPTOR LOCATION - -         DISTANCE
                            ID            XR (METERS)   YR (METERS)         (METERS)
                        - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

                         L0000932            439931.6     3768081.7            -0.49
                         L0000933            439931.6     3768081.7            -6.78
                         L0000934            439931.6     3768081.7             0.81
                         L0000940            439931.6     3768146.7            -4.02
                         L0000941            439931.6     3768146.7            -3.85
                         L0000947            439931.6     3768211.7             0.67
                         L0000948            439931.6     3768211.7            -6.60
                         L0000949            439931.6     3768211.7            -0.26
                         L0000955            439931.6     3768276.7            -2.88
                         L0000956            439931.6     3768276.7            -4.75
                         L0000963            439931.6     3768341.7            -5.89
                         L0000964            439931.6     3768341.7            -1.29
                         L0000970            439931.6     3768406.7            -1.73
                         L0000971            439931.6     3768406.7            -5.48
                         L0000978            439931.6     3768471.7            -4.94
                         L0000979            439931.6     3768471.7            -2.28
                         L0000985            439931.6     3768536.7            -0.57
                         L0000986            439931.6     3768536.7            -5.88
                         L0000993            439931.6     3768601.7            -3.89
                         L0000994            439931.6     3768601.7            -3.20
                         L0001000            439931.6     3768666.7             0.58
                         L0001001            439931.6     3768666.7            -5.81
                         L0001002            439931.6     3768666.7             0.27

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                 PAGE  24
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

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

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: RegDFAULT CONC ELEV URBAN ADJ_U*

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

Surface file: E:\New MET data\KONT_V9_ADJU\KONT_v9.SFC Met Version: 16216
Profile file: E:\New MET data\KONT_V9_ADJU\KONT_v9.PFL
Surface format: FREE
Profile format: FREE
Surface station no.: 3102 Upper air station no.: 3190
Name: UNKNOWN Name: UNKNOWN
Year: 2012 Year: 2012

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
12	01	01	1	01	-16.4	0.171	-9.000	-9.000	-999.	170.	32.3	0.09	1.12	1.00	2.03	43.	7.9	285.9	2.0
12	01	01	1	02	-18.8	0.194	-9.000	-9.000	-999.	205.	41.3	0.09	1.12	1.00	2.28	34.	7.9	285.4	2.0
12	01	01	1	03	-17.8	0.182	-9.000	-9.000	-999.	187.	36.5	0.09	1.12	1.00	2.15	24.	7.9	282.0	2.0
12	01	01	1	04	-9.4	0.128	-9.000	-9.000	-999.	110.	19.6	0.09	1.12	1.00	1.55	41.	7.9	283.1	2.0
12	01	01	1	05	-16.9	0.173	-9.000	-9.000	-999.	173.	33.0	0.09	1.12	1.00	2.05	39.	7.9	280.4	2.0
12	01	01	1	06	-8.0	0.117	-9.000	-9.000	-999.	97.	17.8	0.09	1.12	1.00	1.43	21.	7.9	282.0	2.0
12	01	01	1	07	-7.6	0.115	-9.000	-9.000	-999.	93.	17.4	0.09	1.12	1.00	1.40	31.	7.9	282.5	2.0
12	01	01	1	08	-13.6	0.184	-9.000	-9.000	-999.	190.	40.5	0.09	1.12	0.54	2.16	34.	7.9	284.2	2.0
12	01	01	1	09	28.4	0.126	0.300	0.011	33.	108.	-6.2	0.09	1.12	0.32	1.03	29.	7.9	289.2	2.0
12	01	01	1	10	79.8	0.133	0.607	0.010	99.	116.	-2.6	0.09	1.12	0.25	0.94	173.	7.9	292.5	2.0
12	01	01	1	11	115.8	0.137	0.932	0.006	246.	121.	-2.0	0.09	1.12	0.22	0.92	172.	7.9	295.4	2.0
12	01	01	1	12	133.7	0.139	1.197	0.005	453.	125.	-1.8	0.09	1.12	0.21	0.92	146.	7.9	297.5	2.0
12	01	01	1	13	133.2	0.160	1.354	0.005	657.	153.	-2.7	0.09	1.12	0.21	1.14	117.	7.9	299.9	2.0
12	01	01	1	14	113.5	0.159	1.454	0.005	955.	151.	-3.1	0.09	1.12	0.23	1.16	285.	7.9	300.9	2.0

```
12 01 01   1 15   76.2  0.166  1.350  0.005 1138.  163.     -5.3  0.09   1.12   0.26    1.33   72.    7.9  302.0    2.0
12 01 01   1 16   23.5  0.175  0.925  0.005 1183.  175.    -19.9  0.09   1.12   0.35    1.65  107.    7.9  301.4    2.0
12 01 01   1 17   -6.1  0.107 -9.000 -9.000 -999.   86.     18.0  0.09   1.12   0.63    1.31  107.    7.9  298.1    2.0
12 01 01   1 18  -11.1  0.141 -9.000 -9.000 -999.  127.     22.1  0.09   1.12   1.00    1.69   86.    7.9  293.1    2.0
12 01 01   1 19   -3.2  0.076 -9.000 -9.000 -999.   51.     11.8  0.09   1.12   1.00    0.91   64.    7.9  292.0    2.0
12 01 01   1 20   -2.3  0.066 -9.000 -9.000 -999.   41.     11.2  0.09   1.12   1.00    0.74   73.    7.9  288.8    2.0
12 01 01   1 21  -10.0  0.133 -9.000 -9.000 -999.  116.     20.5  0.09   1.12   1.00    1.60   14.    7.9  288.1    2.0
12 01 01   1 22  -19.4  0.201 -9.000 -9.000 -999.  216.     44.5  0.09   1.12   1.00    2.36   22.    7.9  287.5    2.0
12 01 01   1 23  -23.7  0.246 -9.000 -9.000 -999.  293.     66.5  0.09   1.12   1.00    2.86   40.    7.9  287.0    2.0
12 01 01   1 24  -12.3  0.147 -9.000 -9.000 -999.  139.     23.8  0.09   1.12   1.00    1.76   40.    7.9  283.8    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   43.    2.03   286.0   99.0  -99.00  -99.00

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

*** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                          ***        02/22/22
*** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                              ***        20:37:08
                                                                                                                        PAGE  26
*** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                          *** THE PERIOD ( 43848 HRS) AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP: ALL      ***
                              INCLUDING SOURCE(S):     STCK1       , STCK2       , STCK3       , L0000849    , L0000850    ,
                 L0000851    , L0000852    , L0000853    , L0000854    , L0000855    , L0000856    , L0000857    , L0000858    ,
                 L0000859    , L0000860    , L0000861    , L0000862    , L0000863    , L0000864    , L0000865    , L0000866    ,
                 L0000867    , L0000868    , L0000869    , L0000870    , L0000871    , L0000872    , L0000873    ,  . . .      ,

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

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

   Y-COORD  |                                          X-COORD (METERS)
   (METERS) |     439801.57    439866.57    439931.57    439996.57    440061.57    440126.57    440191.57    440256.57    440321.57
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3768666.66 |       0.00001      0.00001      0.00002      0.00002      0.00002      0.00002      0.00002      0.00002      0.00002
 3768601.66 |       0.00001      0.00001      0.00002      0.00002      0.00002      0.00002      0.00002      0.00002      0.00003
 3768536.66 |       0.00002      0.00002      0.00002      0.00002      0.00002      0.00002      0.00003      0.00003      0.00003
 3768471.66 |       0.00002      0.00002      0.00002      0.00002      0.00003      0.00003      0.00003      0.00004      0.00004
 3768406.66 |       0.00002      0.00002      0.00003      0.00003      0.00003      0.00004      0.00004      0.00004      0.00005
 3768341.66 |       0.00002      0.00003      0.00003      0.00003      0.00004      0.00004      0.00005      0.00005      0.00006
 3768276.66 |       0.00003      0.00003      0.00004      0.00004      0.00005      0.00005      0.00006      0.00007      0.00008
 3768211.66 |       0.00003      0.00004      0.00005      0.00005      0.00006      0.00007      0.00008      0.00009      0.00011
 3768146.66 |       0.00004      0.00005      0.00006      0.00007      0.00008      0.00010      0.00011      0.00013      0.00015
 3768081.66 |       0.00004      0.00006      0.00010      0.00013      0.00015      0.00017      0.00019      0.00022      0.00025
 3768016.66 |       0.00005      0.00008      0.00014      0.00014      0.00016      0.00018      0.00020      0.00024      0.00030
 3767951.66 |       0.00005      0.00008      0.00012      0.00010      0.00012      0.00013      0.00016      0.00020      0.00026
 3767886.66 |       0.00005      0.00008      0.00011      0.00010      0.00011      0.00012      0.00015      0.00019      0.00026
 3767821.66 |       0.00005      0.00008      0.00011      0.00010      0.00010      0.00012      0.00015      0.00019      0.00024
```

3767756.66	0.00005	0.00008	0.00011	0.00009	0.00010	0.00012	0.00015	0.00018	0.00020
3767691.66	0.00005	0.00008	0.00011	0.00010	0.00011	0.00012	0.00014	0.00016	0.00017
3767626.66	0.00005	0.00008	0.00011	0.00010	0.00010	0.00012	0.00012	0.00013	0.00013
3767561.66	0.00005	0.00008	0.00011	0.00009	0.00010	0.00010	0.00011	0.00011	0.00011
3767496.66	0.00005	0.00008	0.00011	0.00009	0.00009	0.00009	0.00009	0.00009	0.00009
3767431.66	0.00005	0.00007	0.00010	0.00008	0.00007	0.00008	0.00008	0.00007	0.00007
3767366.66	0.00004	0.00007	0.00010	0.00007	0.00006	0.00006	0.00006	0.00006	0.00006

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000849 , L0000850 ,
L0000851 , L0000852 , L0000853 , L0000854 , L0000855 , L0000856 , L0000857 , L0000858 ,
L0000859 , L0000860 , L0000861 , L0000862 , L0000863 , L0000864 , L0000865 , L0000866 ,
L0000867 , L0000868 , L0000869 , L0000870 , L0000871 , L0000872 , L0000873 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS) 440386.57	440451.57	440516.57	440581.57	440646.57	440711.57	440776.57	440841.57	440906.57
3768666.66	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00003	0.00003
3768601.66	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003
3768536.66	0.00003	0.00004	0.00004	0.00003	0.00003	0.00004	0.00004	0.00004	0.00004
3768471.66	0.00004	0.00004	0.00004	0.00004	0.00004	0.00004	0.00005	0.00005	0.00005
3768406.66	0.00005	0.00006	0.00006	0.00005	0.00006	0.00006	0.00006	0.00006	0.00007
3768341.66	0.00007	0.00007	0.00008	0.00007	0.00007	0.00008	0.00008	0.00009	0.00010
3768276.66	0.00009	0.00010	0.00010	0.00010	0.00010	0.00011	0.00012	0.00014	0.00015
3768211.66	0.00012	0.00014	0.00015	0.00015	0.00015	0.00017	0.00020	0.00022	0.00022
3768146.66	0.00018	0.00022	0.00023	0.00024	0.00026	0.00033	0.00035	0.00032	0.00026
3768081.66	0.00032	0.00037	0.00044	0.00049	0.00068	0.00054	0.00039	0.00029	0.00022
3768016.66	0.00047	0.00063	0.00102	0.00057	0.00049	0.00034	0.00025	0.00020	0.00017
3767951.66	0.00045	0.00056	0.00072	0.00026	0.00020	0.00017	0.00014	0.00013	0.00011
3767886.66	0.00036	0.00042	0.00034	0.00021	0.00015	0.00012	0.00010	0.00009	0.00008
3767821.66	0.00028	0.00027	0.00023	0.00016	0.00012	0.00010	0.00008	0.00007	0.00006
3767756.66	0.00021	0.00019	0.00017	0.00012	0.00010	0.00008	0.00007	0.00006	0.00005
3767691.66	0.00016	0.00015	0.00013	0.00010	0.00008	0.00007	0.00006	0.00005	0.00004
3767626.66	0.00012	0.00012	0.00010	0.00008	0.00007	0.00006	0.00005	0.00004	0.00004
3767561.66	0.00010	0.00009	0.00008	0.00007	0.00006	0.00005	0.00004	0.00004	0.00003
3767496.66	0.00008	0.00008	0.00007	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003
3767431.66	0.00007	0.00006	0.00006	0.00005	0.00004	0.00004	0.00003	0.00003	0.00003
3767366.66	0.00005	0.00005	0.00005	0.00004	0.00004	0.00003	0.00003	0.00003	0.00002

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000849 , L0000850 ,
L0000851 , L0000852 , L0000853 , L0000854 , L0000855 , L0000856 , L0000857 , L0000858 ,
L0000859 , L0000860 , L0000861 , L0000862 , L0000863 , L0000864 , L0000865 , L0000866 ,
L0000867 , L0000868 , L0000869 , L0000870 , L0000871 , L0000872 , L0000873 , . . . ,

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

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

Y-COORD (METERS)	X-COORD (METERS)		
	440971.57	441036.57	441101.57
3768666.66	0.00003	0.00003	0.00003
3768601.66	0.00003	0.00003	0.00004
3768536.66	0.00004	0.00004	0.00005
3768471.66	0.00006	0.00006	0.00006
3768406.66	0.00008	0.00008	0.00008
3768341.66	0.00011	0.00011	0.00011
3768276.66	0.00016	0.00015	0.00014
3768211.66	0.00020	0.00018	0.00015
3768146.66	0.00021	0.00017	0.00014
3768081.66	0.00018	0.00015	0.00012
3768016.66	0.00014	0.00011	0.00010
3767951.66	0.00010	0.00008	0.00007
3767886.66	0.00007	0.00006	0.00006
3767821.66	0.00005	0.00005	0.00004
3767756.66	0.00004	0.00004	0.00004
3767691.66	0.00004	0.00003	0.00003
3767626.66	0.00003	0.00003	0.00003
3767561.66	0.00003	0.00003	0.00002
3767496.66	0.00003	0.00002	0.00002
3767431.66	0.00002	0.00002	0.00002
3767366.66	0.00002	0.00002	0.00002

*** MODELOPTs: RegDFAULT CONC ELEV URBAN ADJ_U*

*** THE PERIOD (43848 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): STCK1 , STCK2 , STCK3 , L0000849 , L0000850 ,
L0000851 , L0000852 , L0000853 , L0000854 , L0000855 , L0000856 , L0000857 , L0000858 ,
L0000859 , L0000860 , L0000861 , L0000862 , L0000863 , L0000864 , L0000865 , L0000866 ,
L0000867 , L0000868 , L0000869 , L0000870 , L0000871 , L0000872 , L0000873 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

      X-COORD (M)   Y-COORD (M)        CONC                       X-COORD (M)   Y-COORD (M)        CONC
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        440602.09    3768013.62        0.00052                     440606.88    3768072.08        0.00075
        440528.03    3767956.84        0.00060                     440393.08    3767943.95        0.00046
        440355.10    3768069.75        0.00031                     440349.33    3768032.11        0.00037
        439859.83    3768065.24        0.00006                     439954.77    3768029.98        0.00017
        439874.75    3768029.30        0.00008                     439885.32    3767904.72        0.00010
        439876.84    3767460.18        0.00008                     439948.66    3768350.08        0.00003

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                  PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  URBAN  ADJ_U*

                                   *** THE SUMMARY OF MAXIMUM PERIOD ( 43848 HRS) RESULTS ***


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

                                                                                                          NETWORK
GROUP ID                        AVERAGE CONC              RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS      0.00102 AT (  440516.57,  3768016.66,   283.10,  3067.00,    0.00)  GC  UCART1
          2ND HIGHEST VALUE IS      0.00075 AT (  440606.88,  3768072.08,   283.24,  3067.00,    0.00)  DC
          3RD HIGHEST VALUE IS      0.00072 AT (  440516.57,  3767951.66,   282.10,  3067.00,    0.00)  GC  UCART1
          4TH HIGHEST VALUE IS      0.00068 AT (  440646.57,  3768081.66,   283.60,  3067.00,    0.00)  GC  UCART1
          5TH HIGHEST VALUE IS      0.00063 AT (  440451.57,  3768016.66,   283.30,  3067.00,    0.00)  GC  UCART1
          6TH HIGHEST VALUE IS      0.00060 AT (  440528.03,  3767956.84,   282.12,  3067.00,    0.00)  DC
          7TH HIGHEST VALUE IS      0.00057 AT (  440581.57,  3768016.66,   282.50,  3067.00,    0.00)  GC  UCART1
          8TH HIGHEST VALUE IS      0.00056 AT (  440451.57,  3767951.66,   282.40,  3067.00,    0.00)  GC  UCART1
          9TH HIGHEST VALUE IS      0.00054 AT (  440711.57,  3768081.66,   283.70,  3067.00,    0.00)  GC  UCART1
         10TH HIGHEST VALUE IS      0.00052 AT (  440602.09,  3768013.62,   282.37,  3067.00,    0.00)  DC


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

 *** AERMOD - VERSION 21112  ***   *** 19480 Belmont Sultana 2nd 14 yrs                                  ***        02/22/22
 *** AERMET - VERSION  16216 ***   *** DPM Concentrations 2040-2053                                      ***        20:37:08
                                                                                                                  PAGE  31
 *** 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            5 Warning Message(s)
A Total of         1628 Informational Message(s)

A Total of        43848 Hours Were Processed

A Total of         1278 Calm Hours Identified

A Total of          350 Missing Hours Identified (  0.80 Percent)


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


   ********   WARNING MESSAGES   ********
SO W320     365        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     366        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
SO W320     367        PPARM: Input Parameter May Be Out-of-Range for Parameter            VS
ME W186     759       MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187     759       MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET

   ***********************************
   *** AERMOD Finishes Successfully ***
   ***********************************
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EMFAC2021 for South Coast AQMD PM2.5 Running and Idling Exhaust Averages at bottom of the sheet

Area	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	2023 (gms/mile)	2024 (gms/mile)	2025 (gms/mile)	2026 (gms/mile)	2027 (gms/mile)	2028 (gms/mile)	2029 (gms/mile)	2030 (gms/mile)	2031 (gms/mile)	2032 (gms/mile)	2033 (gms/mile)	2034 (gms/mile)
South Coast AQMD	*Annual*	*LHDT2*	*DSL*	Aggregated	*0*	0.778842	0.777688	0.777509	0.777544	0.777539	0.77765	0.777228	0.776552	0.772631	0.770784	0.768303	0.765381
South Coast AQMD	Annual	LHDT2	DSL	Aggregated	5	0.072381	0.065732	0.060612	0.056486	0.053235	0.050727	0.048784	0.047295	0.046041	0.04507	0.044345	0.043925
South Coast AQMD	Annual	LHDT2	DSL	Aggregated	10	0.059607	0.054347	0.050289	0.04702	0.044449	0.042473	0.040952	0.039803	0.03887	0.03818	0.037707	0.037493
South Coast AQMD	Annual	LHDT2	DSL	Aggregated	35	0.023739	0.02193	0.020552	0.019459	0.018621	0.017998	0.017541	0.017219	0.016983	0.016838	0.016776	0.01681
South Coast AQMD	*Annual*	*MHDT*	*DSL*	Aggregated	*0*	0.086748	0.07273	0.060303	0.049764	0.041162	0.034359	0.028849	0.024397	0.020752	0.018038	0.015804	0.014045
South Coast AQMD	Annual	MHDT	DSL	Aggregated	5	0.055457	0.047035	0.039388	0.032878	0.027462	0.023065	0.019496	0.016589	0.014187	0.012242	0.010647	0.009378
South Coast AQMD	Annual	MHDT	DSL	Aggregated	10	0.045219	0.038328	0.032074	0.026749	0.022318	0.018721	0.015799	0.013418	0.011449	0.009852	0.008541	0.007498
South Coast AQMD	Annual	MHDT	DSL	Aggregated	35	0.010371	0.008966	0.007687	0.006597	0.005684	0.004945	0.004336	0.003836	0.003412	0.003062	0.002766	0.002529
South Coast AQMD	*Annual*	*HHDT*	*DSL*	Aggregated	*0*	0.016309	0.015375	0.014634	0.013923	0.013343	0.012838	0.012276	0.011792	0.011375	0.011065	0.010815	0.010558
South Coast AQMD	Annual	HHDT	DSL	Aggregated	5	0.014741	0.014315	0.013927	0.013603	0.013294	0.013002	0.012669	0.012344	0.012015	0.011674	0.011385	0.011096
South Coast AQMD	Annual	HHDT	DSL	Aggregated	10	0.012582	0.012166	0.011786	0.011464	0.01116	0.010875	0.010558	0.01025	0.009941	0.009624	0.009354	0.009087
South Coast AQMD	Annual	HHDT	DSL	Aggregated	35	0.008564	0.008261	0.007966	0.00773	0.007515	0.00732	0.007119	0.006927	0.006736	0.006543	0.006372	0.006207

	14 yr 2026-2039 **5 mph**	**14 yr** 2026-2039 **10 mph**	**14 yr** 2026-2039 **35 mph**	**14 yr** 2026-2039 **0 mph (idling)**
LHDT2	0.04654	0.03945	0.01734	0.76899
MHDT	0.01431	0.01154	0.00340	0.02150
HHDT	0.01177	0.00969	0.00658	0.01135

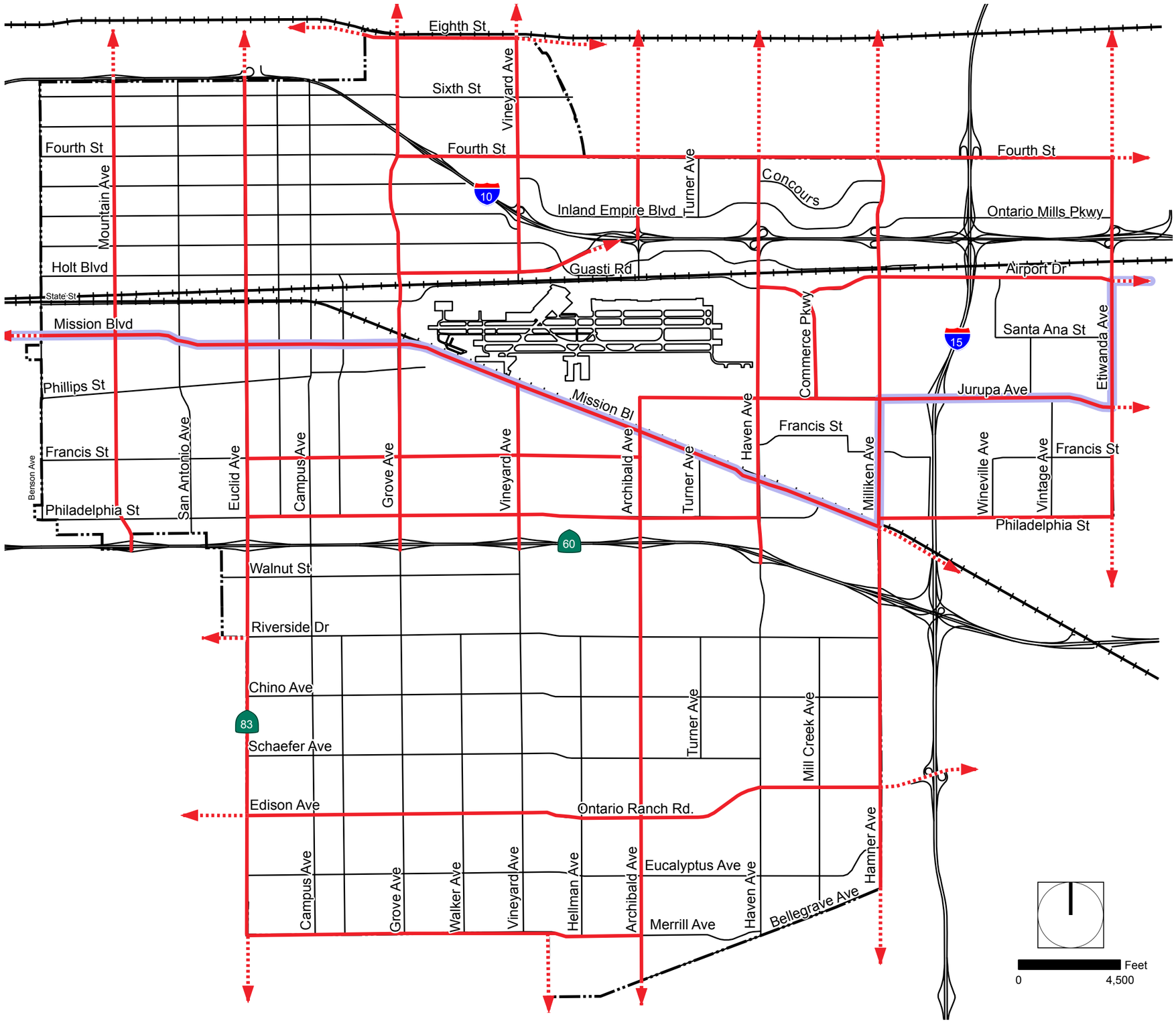
	14 yr 2040-2053 **5 mph**	**14 yr** 2040-2053 **10 mph**	**14 yr** 2040-2053 **35 mph**	**14 yr** 2040-2053 **0 mph (idling)**
LHDT2	0.04099	0.03556	0.01660	0.76156
MHDT	0.00424	0.00328	0.00154	0.00743
HHDT	0.01012	0.00821	0.00565	0.00975

	2 yr 2024-2025 **5 mph**	**2 yr** 2024-2025 **10 mph**	**2 yr** 2024-2025 **35 mph**	**2 yr** 2024-2025 **0 mph (idling)**
LHDT2	0.06317	0.05232	0.02124	0.77760
MHDT	0.04321	0.03520	0.00833	0.06652
HHDT	0.01412	0.01198	0.00811	0.01500

	1 yr 2023 **5 mph**	**1 yr** 2023 **10 mph**	**1 yr** 2023 **35 mph**	**1 yr** 2023 **0 mph (idling)**
LHDT2	0.08144	0.05961	0.02374	0.77884
MHDT	0.06814	0.04522	0.01037	0.08675
HHDT	0.02111	0.01258	0.00856	0.01631

2035 (gms/mile)	2036 (gms/mile)	2037 (gms/mile)	2038 (gms/mile)	2039 (gms/mile)	2040 (gms/mile)	2041 (gms/mile)	2042 (gms/mile)	2043 (gms/mile)	2044 (gms/mile)	2045 (gms/mile)	2046 (gms/mile)	2047 (gms/mile)	2048 (gms/mile)	2049 (gms/mile)	2050 (gms/mile)	2051 (gms/mile)	2052 (gms/mile)	2053 (gms/mile)
0.761339	0.76085	0.760267	0.759676	0.760052	0.760312	0.76051	0.760671	0.760734	0.760987	0.761186	0.761437	0.761606	0.761852	0.762113	0.762615	0.762615	0.762615	0.762615
0.043383	0.043392	0.043222	0.042986	0.042652	0.04245	0.042365	0.042288	0.042276	0.042073	0.041864	0.041578	0.041324	0.040992	0.040285	0.039094	0.039094	0.039094	0.039094
0.037198	0.037256	0.037157	0.036992	0.03675	0.03661	0.036571	0.036535	0.036541	0.036416	0.036276	0.036077	0.035892	0.035652	0.035053	0.034045	0.034045	0.034045	0.034045
0.016819	0.016923	0.016956	0.016952	0.016912	0.016899	0.016917	0.016928	0.016946	0.016919	0.01688	0.016818	0.016754	0.016672	0.016443	0.016063	0.016063	0.016063	0.016063
0.012547	0.011458	0.010595	0.009878	0.009315	0.008763	0.008359	0.007956	0.00768	0.007413	0.007299	0.00721	0.00714	0.007086	0.007051	0.00702	0.00702	0.00702	0.00702
0.008311	0.007445	0.006754	0.006178	0.005742	0.00532	0.005004	0.004692	0.004432	0.004179	0.004103	0.004044	0.003994	0.003966	0.003944	0.003924	0.003924	0.003924	0.003924
0.006618	0.005911	0.005347	0.004876	0.004519	0.004174	0.003915	0.003659	0.003445	0.003237	0.003173	0.003122	0.00308	0.003054	0.003034	0.003016	0.003016	0.003016	0.003016
0.002319	0.002176	0.002058	0.001957	0.001876	0.001799	0.001735	0.001671	0.001614	0.001561	0.001533	0.001508	0.001485	0.001465	0.001449	0.001434	0.001434	0.001434	0.001434
0.010383	0.010261	0.010171	0.010094	0.010026	0.009959	0.009899	0.009857	0.009823	0.009786	0.009754	0.009726	0.009704	0.009687	0.009675	0.009662	0.009662	0.009662	0.009662
0.010891	0.010738	0.011114	0.010545	0.010469	0.010394	0.010324	0.010266	0.01021	0.010152	0.010107	0.010069	0.010038	0.010032	0.010032	0.010031	0.010031	0.010031	0.010031
0.008898	0.008758	0.008661	0.008579	0.00851	0.008443	0.008382	0.00833	0.008282	0.008233	0.008194	0.008161	0.008134	0.008126	0.008124	0.008121	0.008121	0.008121	0.008121
0.006082	0.005994	0.005922	0.005861	0.005811	0.005769	0.005734	0.005705	0.005682	0.005662	0.005647	0.005635	0.005625	0.005616	0.00561	0.005603	0.005603	0.005603	0.005603

Figure M-5
Truck Routes



- Truck Routes
- State of California DOT Extralegal Load Network
- Railroad
- Adjacent Agency Truck Route

THE ONTARIO PLAN
A FRAMEWORK FOR THE FUTURE

Revised September 20, 2016

APPENDIX D

CALEEMOD MODEL ANNUAL EMISSIONS PRINTOUTS AND EMFAC DATA

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

19480 Belmont Sultana Warehouse Project

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	19.93	1000sqft	0.46	19,932.00	0
Parking Lot	46.00	Space	0.76	33,106.00	0
Unrefrigerated Warehouse-No Rail	59.98	1000sqft	1.33	59,984.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2.55 net acre site w/ 59,984 sf warehouse bldg (~57,984 sf footprint), 19,932 sf landscaping, & a parking lot w/ 44 auto spcs & 2 trailer spcs (rmndr site added under parking lot to acount for paving associated w/ loading dock area).

Construction Phase - Construction anticiapted to begin February 2023 and be completed November 2023. Site vacant, no demo/site prep.

Off-road Equipment - CalEEMod default construction timing for building construction reduced by ~16%; therefore, ~16% more equipment added to CalEEMod default construciton equipment list for building construction.

Grading - ~7,000 CY import during grading.

Vehicle Trips - Traffic Screening Assessment, 1.71 trips/TSF. %s changed to 65.1% autos (C-W) & 34.9% trucks (C-NW). Per SCAQMD C-NW trip length changed to 40 miles. Trips assumed to be 100% primary.

Fleet Mix - Revised vehicle fleet mix per traffic screening assessment of 65.1% Autos, 5.8% 2-Axle Trucks, 6.8% 3-Axle Trucks and 22.3% 4+ Axle Trucks.

Sequestration - 85 new trees to be planted per landscape plans.

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Site is ~0.87 miles SW of downtown portion of Ontario & ~0.27 miles SE of bust stop at Euclid/Belmont. Sidewalks on/off-site.

Water Mitigation - 20% reduction indoor water use per CalGreen standards. Water efficient irrigation systems.

Waste Mitigation - AB 341 requires each jurisdiction in CA to divert at least 75% of their waste away from landfills by 2020.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	220.00	185.00
tblFleetMix	HHD	0.02	0.22
tblFleetMix	LDA	0.54	0.38
tblFleetMix	LDT1	0.06	0.04
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LHD1	0.03	0.05
tblFleetMix	LHD2	7.1960e-003	0.01
tblFleetMix	MCY	0.03	0.02
tblFleetMix	MDV	0.14	0.10
tblFleetMix	MH	5.0710e-003	0.00
tblFleetMix	MHD	0.01	0.07
tblFleetMix	OBUS	5.5900e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	2.5400e-004	0.00
tblGrading	MaterialImported	0.00	7,000.00
tblLandUse	LandUseSquareFeet	18,400.00	33,106.00
tblLandUse	LandUseSquareFeet	59,980.00	59,984.00
tblLandUse	LotAcreage	0.41	0.76
tblLandUse	LotAcreage	1.38	1.33
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblSequestration	NumberOfNewTrees	0.00	85.00
tblVehicleTrips	CNW_TL	6.90	40.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	CNW_TTP	41.00	34.90
tblVehicleTrips	CW_TTP	59.00	65.10
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.74	1.71
tblVehicleTrips	SU_TR	1.74	1.71
tblVehicleTrips	WD_TR	1.74	1.71

2.0 Emissions Summary

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
2023	0.4834	1.5871	1.7506	3.6700e-003	0.0896	0.0676	0.1572	0.0287	0.0644	0.0931	0.0000	319.0257	319.0257	0.0496	9.4300e-003	323.0745
Maximum	**0.4834**	**1.5871**	**1.7506**	**3.6700e-003**	**0.0896**	**0.0676**	**0.1572**	**0.0287**	**0.0644**	**0.0931**	**0.0000**	**319.0257**	**319.0257**	**0.0496**	**9.4300e-003**	**323.0745**

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					
2023	0.4834	1.5871	1.7506	3.6700e-003	0.0764	0.0676	0.1440	0.0224	0.0644	0.0868	0.0000	319.0254	319.0254	0.0496	9.4300e-003	323.0743
Maximum	**0.4834**	**1.5871**	**1.7506**	**3.6700e-003**	**0.0764**	**0.0676**	**0.1440**	**0.0224**	**0.0644**	**0.0868**	**0.0000**	**319.0254**	**319.0254**	**0.0496**	**9.4300e-003**	**323.0743**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.75**	**0.00**	**8.40**	**21.95**	**0.00**	**6.77**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2023	4-30-2023	0.6039	0.6039
2	5-1-2023	7-31-2023	0.5778	0.5778
3	8-1-2023	9-30-2023	0.3831	0.3831
		Highest	0.6039	0.6039

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2489	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003
Energy	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	33.1688	33.1688	2.3800e-003	3.9000e-004	33.3450
Mobile	0.0835	0.7982	1.1443	5.7700e-003	0.3652	8.1500e-003	0.3734	0.0992	7.7600e-003	0.1069	0.0000	554.3284	554.3284	0.0212	0.0604	572.8642
Waste						0.0000	0.0000		0.0000	0.0000	11.4446	0.0000	11.4446	0.6764	0.0000	28.3536
Water						0.0000	0.0000		0.0000	0.0000	4.4004	32.0297	36.4301	0.4547	0.0110	51.0748
Total	**0.3330**	**0.8041**	**1.1509**	**5.8100e-003**	**0.3652**	**8.6100e-003**	**0.3739**	**0.0992**	**8.2200e-003**	**0.1074**	**15.8451**	**619.5301**	**635.3751**	**1.1547**	**0.0718**	**685.6408**

19480 Belmont Sultana Warehouse Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2489	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003
Energy	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	33.1688	33.1688	2.3800e-003	3.9000e-004	33.3450
Mobile	0.0646	0.5705	0.8216	3.9300e-003	0.2462	5.5200e-003	0.2517	0.0668	5.2600e-003	0.0721	0.0000	378.1153	378.1153	0.0149	0.0416	390.8814
Waste						0.0000	0.0000		0.0000	0.0000	2.8612	0.0000	2.8612	0.1691	0.0000	7.0884
Water						0.0000	0.0000		0.0000	0.0000	3.5203	25.6238	29.1441	0.3637	8.8000e-003	40.8598
Total	**0.3142**	**0.5764**	**0.8282**	**3.9700e-003**	**0.2462**	**5.9800e-003**	**0.2522**	**0.0668**	**5.7200e-003**	**0.0726**	**6.3815**	**436.9110**	**443.2925**	**0.5502**	**0.0508**	**472.1779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**5.66**	**28.31**	**28.04**	**31.67**	**32.59**	**30.55**	**32.54**	**32.59**	**30.41**	**32.43**	**59.73**	**29.48**	**30.23**	**52.35**	**29.29**	**31.13**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	60.1800
Total	**60.1800**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	2/9/2023	10/25/2023	5	185	
2	Grading	Grading	2/1/2023	2/8/2023	5	6	
3	Paving	Paving	10/10/2023	10/23/2023	5	10	
4	Architectural Coating	Architectural Coating	10/19/2023	11/1/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.22

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 89,976; Non-Residential Outdoor: 29,992; Striped Parking Area: 3,182 (Architectural Coating – sqft)

OffRoad Equipment

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	875.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	47.00	19.00	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	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 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	0.1690	1.3668	1.4696	2.5300e-003		0.0620	0.0620		0.0592	0.0592	0.0000	211.1044	211.1044	0.0425	0.0000	212.1662
Total	**0.1690**	**1.3668**	**1.4696**	**2.5300e-003**		**0.0620**	**0.0620**		**0.0592**	**0.0592**	**0.0000**	**211.1044**	**211.1044**	**0.0425**	**0.0000**	**212.1662**

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	1.9800e-003	0.0648	0.0263	3.1000e-004	0.0111	4.6000e-004	0.0116	3.2000e-003	4.4000e-004	3.6400e-003	0.0000	30.6302	30.6302	8.0000e-004	4.5300e-003	31.9991
Worker	0.0152	0.0113	0.1415	4.0000e-004	0.0477	2.4000e-004	0.0479	0.0127	2.2000e-004	0.0129	0.0000	37.2302	37.2302	9.8000e-004	1.0100e-003	37.5556
Total	**0.0171**	**0.0762**	**0.1677**	**7.1000e-004**	**0.0588**	**7.0000e-004**	**0.0595**	**0.0159**	**6.6000e-004**	**0.0165**	**0.0000**	**67.8604**	**67.8604**	**1.7800e-003**	**5.5400e-003**	**69.5547**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1690	1.3668	1.4696	2.5300e-003		0.0620	0.0620		0.0592	0.0592	0.0000	211.1042	211.1042	0.0425	0.0000	212.1660
Total	**0.1690**	**1.3668**	**1.4696**	**2.5300e-003**		**0.0620**	**0.0620**		**0.0592**	**0.0592**	**0.0000**	**211.1042**	**211.1042**	**0.0425**	**0.0000**	**212.1660**

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	1.9800e-003	0.0648	0.0263	3.1000e-004	0.0111	4.6000e-004	0.0116	3.2000e-003	4.4000e-004	3.6400e-003	0.0000	30.6302	30.6302	8.0000e-004	4.5300e-003	31.9991
Worker	0.0152	0.0113	0.1415	4.0000e-004	0.0477	2.4000e-004	0.0479	0.0127	2.2000e-004	0.0129	0.0000	37.2302	37.2302	9.8000e-004	1.0100e-003	37.5556
Total	**0.0171**	**0.0762**	**0.1677**	**7.1000e-004**	**0.0588**	**7.0000e-004**	**0.0595**	**0.0159**	**6.6000e-004**	**0.0165**	**0.0000**	**67.8604**	**67.8604**	**1.7800e-003**	**5.5400e-003**	**69.5547**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 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					0.0216	0.0000	0.0216	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**0.0216**	**1.8100e-003**	**0.0235**	**0.0103**	**1.6700e-003**	**0.0120**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

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	1.0200e-003	0.0509	0.0148	2.5000e-004	7.5300e-003	5.1000e-004	8.0400e-003	2.0700e-003	4.8000e-004	2.5500e-003	0.0000	24.3121	24.3121	1.0400e-003	3.8500e-003	25.4864
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.1200e-003**	**0.0510**	**0.0157**	**2.5000e-004**	**7.8600e-003**	**5.1000e-004**	**8.3700e-003**	**2.1600e-003**	**4.8000e-004**	**2.6400e-003**	**0.0000**	**24.5690**	**24.5690**	**1.0500e-003**	**3.8600e-003**	**25.7455**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.4400e-003	0.0000	8.4400e-003	4.0300e-003	0.0000	4.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**8.4400e-003**	**1.8100e-003**	**0.0103**	**4.0300e-003**	**1.6700e-003**	**5.7000e-003**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

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	1.0200e-003	0.0509	0.0148	2.5000e-004	7.5300e-003	5.1000e-004	8.0400e-003	2.0700e-003	4.8000e-004	2.5500e-003	0.0000	24.3121	24.3121	1.0400e-003	3.8500e-003	25.4864
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.1200e-003**	**0.0510**	**0.0157**	**2.5000e-004**	**7.8600e-003**	**5.1000e-004**	**8.3700e-003**	**2.1600e-003**	**4.8000e-004**	**2.6400e-003**	**0.0000**	**24.5690**	**24.5690**	**1.0500e-003**	**3.8600e-003**	**25.7455**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 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	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4000e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8179**

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	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4000e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8178**

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	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 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					
Archit. Coating	0.2854					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.2864**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

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	1.6000e-004	1.2000e-004	1.4600e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3854	0.3854	1.0000e-005	1.0000e-005	0.3887
Total	**1.6000e-004**	**1.2000e-004**	**1.4600e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3854**	**0.3854**	**1.0000e-005**	**1.0000e-005**	**0.3887**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2854					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.2864**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

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	1.6000e-004	1.2000e-004	1.4600e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3854	0.3854	1.0000e-005	1.0000e-005	0.3887
Total	**1.6000e-004**	**1.2000e-004**	**1.4600e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3854**	**0.3854**	**1.0000e-005**	**1.0000e-005**	**0.3887**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive 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	0.0646	0.5705	0.8216	3.9300e-003	0.2462	5.5200e-003	0.2517	0.0668	5.2600e-003	0.0721	0.0000	378.1153	378.1153	0.0149	0.0416	390.8814
Unmitigated	0.0835	0.7982	1.1443	5.7700e-003	0.3652	8.1500e-003	0.3734	0.0992	7.7600e-003	0.1069	0.0000	554.3284	554.3284	0.0212	0.0604	572.8642

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	102.57	102.57	102.57	924,635	623,330
Total	102.57	102.57	102.57	924,635	623,330

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	40.00	65.10	0.00	34.90	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Unrefrigerated Warehouse-No Rail	0.376335	0.039075	0.120611	0.097273	0.045797	0.012203	0.068000	0.223000	0.000000	0.000000	0.017707	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.7348	26.7348	2.2600e-003	2.7000e-004	26.8728
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.7348	26.7348	2.2600e-003	2.7000e-004	26.8728
NaturalGas Mitigated	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4340	6.4340	1.2000e-004	1.2000e-004	6.4722
NaturalGas Unmitigated	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4340	6.4340	1.2000e-004	1.2000e-004	6.4722

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					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	120568	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4340	6.4340	1.2000e-004	1.2000e-004	6.4722
Total		**6.5000e-004**	**5.9100e-003**	**4.9600e-003**	**4.0000e-005**		**4.5000e-004**	**4.5000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**6.4340**	**6.4340**	**1.2000e-004**	**1.2000e-004**	**6.4722**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-Asphalt Surfaces	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
Parking Lot	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
Unrefrigerated Warehouse-No Rail	120568	6.5000e-004	5.9100e-003	4.9600e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.4340	6.4340	1.2000e-004	1.2000e-004	6.4722
Total		**6.5000e-004**	**5.9100e-003**	**4.9600e-003**	**4.0000e-005**		**4.5000e-004**	**4.5000e-004**		**4.5000e-004**	**4.5000e-004**	**0.0000**	**6.4340**	**6.4340**	**1.2000e-004**	**1.2000e-004**	**6.4722**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	11587.1	2.0549	1.7000e-004	2.0000e-005	2.0655
Unrefrigerated Warehouse-No Rail	139163	24.6799	2.0800e-003	2.5000e-004	24.8072
Total		**26.7348**	**2.2500e-003**	**2.7000e-004**	**26.8728**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	11587.1	2.0549	1.7000e-004	2.0000e-005	2.0655
Unrefrigerated Warehouse-No Rail	139163	24.6799	2.0800e-003	2.5000e-004	24.8072
Total		**26.7348**	**2.2500e-003**	**2.7000e-004**	**26.8728**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2489	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003
Unmitigated	0.2489	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003

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	0.0285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003
Total	**0.2489**	**1.0000e-005**	**1.6100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.1200e-003**	**3.1200e-003**	**1.0000e-005**	**0.0000**	**3.3300e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2202					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.5000e-004	1.0000e-005	1.6100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1200e-003	3.1200e-003	1.0000e-005	0.0000	3.3300e-003
Total	**0.2489**	**1.0000e-005**	**1.6100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.1200e-003**	**3.1200e-003**	**1.0000e-005**	**0.0000**	**3.3300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	29.1441	0.3637	8.8000e-003	40.8598
Unmitigated	36.4301	0.4547	0.0110	51.0748

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	13.8704 / 0	36.4301	0.4547	0.0110	51.0748
Total		**36.4301**	**0.4547**	**0.0110**	**51.0748**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	11.0963 / 0	29.1441	0.3637	8.8000e-003	40.8598
Total		**29.1441**	**0.3637**	**8.8000e-003**	**40.8598**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.8612	0.1691	0.0000	7.0884
Unmitigated	11.4446	0.6764	0.0000	28.3536

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	56.38	11.4446	0.6764	0.0000	28.3536
Total		**11.4446**	**0.6764**	**0.0000**	**28.3536**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	14.095	2.8612	0.1691	0.0000	7.0884
Total		**2.8612**	**0.1691**	**0.0000**	**7.0884**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	60.1800	0.0000	0.0000	60.1800

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	85	60.1800	0.0000	0.0000	60.1800
Total		**60.1800**	**0.0000**	**0.0000**	**60.1800**

Source: EMFAC2021 (v1.0.1) Emissions Inventory
Region Type: Air Basin
Region: South Coast
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Trips	Energy Consumption	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	Total VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coast	2023	HHDT	Aggregate	Aggregate	Gasoline	77.76705152	1555.963167	0	1.13577086	1135.77086	1902570.073	4463.059823	11350616.67	**5.97**	**HHDT**
South Coast	2023	HHDT	Aggregate	Aggregate	Diesel	88939.48335	1354183.938	0	1901.434302	1901434.302		11341687.62			
South Coast	2023	HHDT	Aggregate	Aggregate	Electricity	69.55210742	1090.269168	7969.44745	0	0		4465.990707			
South Coast	2023	HHDT	Aggregate	Aggregate	Natural Gas	9734.51825	62334.09461	0	108.4243363	108424.3363	7680508.917	635905.4264	228542169.3	**29.76**	**LDA**
South Coast	2023	LDA	Aggregate	Aggregate	Gasoline	5370115.979	25014254.84	0	7560.140191	7560140.191		216250190.4			
South Coast	2023	LDA	Aggregate	Aggregate	Diesel	15648.45784	65526.69936	0	11.94439033	11944.39033		486634.8854			
South Coast	2023	LDA	Aggregate	Aggregate	Electricity	241152.5368	1208859.723	4312325.17	0	0		11169438.62			
South Coast	2023	LDA	Aggregate	Aggregate	Plug-in Hybrid	136333.5236	563739.1202	971420.6342	116.5989322	116598.9322	870253.2499	6496196.814	24547955.06	**28.21**	**LDT1**
South Coast	2023	LDT1	Aggregate	Aggregate	Gasoline	499113.9009	2195668.394	0	753.4930394	753493.0394		18009866.74			
South Coast	2023	LDT1	Aggregate	Aggregate	Diesel	197.6298759	575.4909742	0	0.161278255	161.278255		3756.265001			
South Coast	2023	LDT1	Aggregate	Aggregate	Electricity	1012.723437	4715.252993	14723.34847	0	0		38135.23576			
South Coast	2023	LDT1	Aggregate	Aggregate	Plug-in Hybrid	463.9603347	1918.475984	3964.563568	0.400339089	400.3390888	4351441.574	24314.99018	100316975.8	**23.05**	**LDT2**
South Coast	2023	LDT2	Aggregate	Aggregate	Gasoline	2429950.117	11422828.59	0	4340.074795	4340074.795		100292660.9			
South Coast	2023	LDT2	Aggregate	Aggregate	Diesel	7734.815855	37335.71589	0	10.96643985	10966.43985		337920.5463			
South Coast	2023	LDT2	Aggregate	Aggregate	Electricity	11160.73812	57317.98395	159502.5609	0	0		413130.7341			
South Coast	2023	LDT2	Aggregate	Aggregate	Plug-in Hybrid	17128.65814	70827.00142	136848.0138	14.88755019	14887.55019	604831.9262	867992.1123	8688662.767	**14.37**	**LHDT1**
South Coast	2023	LHDT1	Aggregate	Aggregate	Gasoline	200398.3929	2985637.46	0	589.944376	589944.376		7820670.654			
South Coast	2023	LHDT1	Aggregate	Aggregate	Diesel	99896.36028	1256570.543	0	206.0356758	206035.6758	305180.3742	4194656.56	5351327.632	**17.53**	**LHDT2**
South Coast	2023	LHDT2	Aggregate	Aggregate	Gasoline	31213.47663	465034.2937	0	99.14469838	99144.69838		1156671.072			
South Coast	2023	LHDT2	Aggregate	Aggregate	Diesel	43691.53059	549584.4908	0	107.1632097	107163.2097	107163.2097	1828609.129	1828609.129	**17.06**	**MCY**
South Coast	2023	MCY	Aggregate	Aggregate	Gasoline	237586.076	475172.1521	0	36.88140998	36881.40998	3258846.142	1522726.619	62822547.87	**19.28**	**MDV**
South Coast	2023	MDV	Aggregate	Aggregate	Gasoline	1559902.035	7210563.701	0	3188.051046	3188051.046		60070040.07			
South Coast	2023	MDV	Aggregate	Aggregate	Diesel	19613.50466	92462.53217	0	33.91368569	33913.68569		784655.9403			
South Coast	2023	MDV	Aggregate	Aggregate	Electricity	12017.75416	61732.39119	171855.0799	0	0		445125.2375			
South Coast	2023	MDV	Aggregate	Aggregate	Plug-in Hybrid	10053.44096	41570.97836	70940.44124	8.322835871	8322.835871	67468.7074	464374.4805	752062.2021	**11.15**	**MH**
South Coast	2023	MH	Aggregate	Aggregate	Gasoline	30468.55432	3048.074174	0	59.14587153	59145.87153		287687.7216			
South Coast	2023	MH	Aggregate	Aggregate	Diesel	11533.11741	1153.311741	0	11.30112611	11301.12611	819648.6117	114141.8155	6302753.398	**7.69**	**MHDT**
South Coast	2023	MHDT	Aggregate	Aggregate	Gasoline	25436.77287	508938.9517	0	266.1846594	266184.6594		1361855.942			
South Coast	2023	MHDT	Aggregate	Aggregate	Diesel	112753.1691	1384256.954	0	542.1628262	542162.8262		4826755.64			
South Coast	2023	MHDT	Aggregate	Aggregate	Electricity	60.14211345	769.7741807	1354.591964	0	0	52048.54694	1295.841104	289973.7428	**5.57**	**OBUS**
South Coast	2023	MHDT	Aggregate	Aggregate	Natural Gas	1405.746156	12603.45034	0	8.268140472	8268.140472		68507.0989			
South Coast	2023	OBUS	Aggregate	Aggregate	Gasoline	5457.340752	109190.4738	0	43.78040647	43780.40647		220170.8028			
South Coast	2023	OBUS	Aggregate	Aggregate	Diesel	2949.128306	37294.91051	0	33.32983706	33329.83706	50038.16004	233227.1381	381057.5339	**7.62**	**SBUS**
South Coast	2023	OBUS	Aggregate	Aggregate	Natural Gas	467.0036657	4156.332625	0	3.280062265	3280.062265		28665.48863			
South Coast	2023	SBUS	Aggregate	Aggregate	Gasoline	2711.533402	10846.13361	0	13.42826072	13428.26072		119164.9071			
South Coast	2023	SBUS	Aggregate	Aggregate	Diesel	3377.128927	48900.82686	0	9.464602039	9464.602039	41441.52119	69271.73995	241028.6401	**5.82**	**UBUS**
South Coast	2023	SBUS	Aggregate	Aggregate	Electricity	3.674682915	53.20940862	49.36713892	0	0		42.69400814			
South Coast	2023	SBUS	Aggregate	Aggregate	Natural Gas	2976.329163	43097.24627	0	17.80624767	17806.24767		74753.64709			
South Coast	2023	UBUS	Aggregate	Aggregate	Gasoline	894.3697717	3577.479087	0	14.17067148	14170.67148		96960.55907			
South Coast	2023	UBUS	Aggregate	Aggregate	Diesel	14.61165815	58.44663261	0	0.262644403			1749.021883			
South Coast	2023	UBUS	Aggregate	Aggregate	Electricity	58.03212573	232.1285029	5326.224873	0			2539.586791			
South Coast	2023	UBUS	Aggregate	Aggregate	Natural Gas	4957.576963	19830.30785	0	190.2775974			593592.4153			

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BELMONT SULTANA WAREHOUSE PROJECT NOISE IMPACT ANALYSIS

City of Ontario

March 4, 2022

gandhi

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

BELMONT SULTANA WAREHOUSE PROJECT NOISE IMPACT ANALYSIS

City of Ontario

March 4, 2022

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Project No. 19480

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EXECUTIVE SUMMARY

The purpose of this report is to provide an assessment of potential noise impacts associated with development and operation of the proposed project and to identify best management practices and/or mitigation measures that may be necessary to reduce those impacts. The noise issues related to the proposed land use and development have been evaluated considering applicable Federal, State, and local policies, including those of the City of Ontario.

Project Location

The 3.03-acre project site is located at the southeast corner of Belmont Street and Sultana Avenue, addressed at 500 Belmont Street, in the City of Ontario, California. The project site is currently vacant.

Project Description

The proposed project involves construction of a 59,984 square foot industrial building. The proposed project also includes 44 auto parking spaces and 2 trailer parking spaces. Access to the project site would be provided by two access driveways on Belmont Street.

Construction Impacts

Modeled unmitigated construction noise levels are expected to range between 55.2 and 76.5 dBA L_{eq}

Construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The proposed project will comply with the allowed hours of construction specified in Section 5.29-09 of the City of Ontario's Municipal Code.

Impacts would be less than significant, and no mitigation is required. However, the following best management practices are recommended to further reduce construction noise, emanating from the proposed project:

Suggested Best Management Practices

1. Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

2. Place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

3. As applicable, shut off all equipment when not in use.

4. Locate equipment staging in areas that create the greatest distance between construction-related noise/vibration sources and existing sensitive receptors.

5. Direct away and shield jackhammers, pneumatic equipment, and all other portable stationary noise sources from existing residences in the vicinity of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding should be without holes and cracks. Entryways should be located on the northern side.

6. Amplified music and/or voice will not be allowed on the project site.

7. Haul truck deliveries will not occur outside of the hours presented as exempt for construction per Section 5.29-09 of the City of Ontario's Municipal Code.

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

The roadway noise level increases from project generated vehicular traffic were modeled utilizing a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

For off-site project generated noise, as stated in the Ontario Plan Draft EIR, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if the project-related traffic would increase the CNEL at any noise-sensitive receptor by an audible amount of 3 dBA.

Project generated vehicle trips are anticipated to increase roadway noise by approximately 0.95 dBA CNEL. Therefore, the change in noise level would be considered less than significant.

Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

In order to determine if it is likely to exceed the City's noise thresholds, the SoundPLAN noise model was utilized to estimate project peak hour operational noise at the nearest noise sensitive receptors. Sections 5-29.04 and 5-29.05 of the City's Municipal Code include interior and exterior noise standards for a variety of land uses. Per Section 5-29.04, the City's exterior standards for single-family residential properties are 65 dBA L_{eq} during the daytime (7:00 AM to 10;00 PM) and 45 dBA L_{eq} during the nighttime (10:00 PM to 7:00 AM). In addition, the interior standards provided in Section 5-29.05 are 45 dBA L_{eq} during the daytime and 40 dBA L_{eq} during the nighttime at single-family residential properties.

As shown on the project site plans, a concrete screen wall ranging between approximately 10 to 11 feet is proposed around the loading/unloading area of the proposed warehouse. With incorporation of the proposed concrete screen wall, modeled peak hour operational noise levels would range between 34 to 42 dBA L_{eq} at the nearest residential property lines to the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard nor the nighttime residential standard as set forth in Sections 5-29.04 and 5-29.05 of the City's Municipal Code. This impact would be less than significant. No mitigation is required.

Typical buildings generally provide a conservative 20 dBA noise level reduction with "windows closed". The City of Ontario Municipal Code Section 5-29.05 identifies interior noise level standards of 45 dBA during the daytime and 40 dBA during the nighttime for residential land uses. Considering that operational noise levels generated by the project are not expected to exceed 42 dBA L_{eq} at existing residential uses, project operation will not result in interior noise levels that exceed either the daytime or nighttime interior noise standards. This impact would be less than significant. No mitigation is required.

Construction Vibration Impacts: Architectural Damage

The FTA identifies the threshold at which there is a risk to "architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings as a peak particle velocity (PPV) of 0.5, at engineered concrete and masonry (no plaster) buildings as a PPV of 0.3, at non-engineered timber and masonry buildings as a PPV of 0.2 and at buildings extremely susceptible to vibration damage as a PPV of 0.1. Impacts would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures.

There are existing residential dwelling units as close as approximately 66 feet to the south, 75 feet to the west, 114 feet to the northwest and 90 feet to the east of the project property lines. At the closest residential lot (66 feet to the south), the use of a vibratory roller would be expected to generate a PPV of 0.049 in/sec and a bulldozer would be expected to generate a PPV of 0.021 in/sec. Therefore, use of either a vibratory roller or a bulldozer would not cause architectural damage to any nearby residential structures.

In addition, the nearest off-site commercial/industrial building is located approximately 125 feet to the north project's northern property line. At a distance of 125 feet, use of a vibratory roller would be expected to generate a PPV of 0.019 in/sec and a bulldozer would be expected to generate a PPV of 0.008 in/sec. Therefore, their use on the project site would not cause architectural damage to the commercial and industrial structures located north of the project site.

Damage to structures due to groundborne vibration associated with project construction is not likely. This impact would be less than significant.

Construction Vibration Impacts: Annoyance

The FTA identifies a level of 72 VdB as the level in which vibration becomes strongly perceptible to sensitive receptors. The threshold for annoyance due to vibration (72 VdB at offsite sensitive uses) could theoretically be exceeded at existing residential receptors to the south, west, northwest, and east of the project site, and residents may be temporarily annoyed. However, the impact would only occur during daytime hours and will be temporary. The impact would be less than significant. No mitigation is required.

Operational Vibration

Operation related truck vibration is not expected to cause damage along road segments affected by project generated vehicle traffic. Vibration levels at the nearest residential structures (approximately 27 feet from the edge of the roadway) from off-site travel routes would be approximately 0.068 inches per second PPV or 0.048 inch per second RMS. Therefore, as the FTA vibration damage threshold is 0.2 inches per second PPV, operational truck vibration would not cause damage at sensitive receptors along road segments affected by project generated vehicle traffic. In addition, truck vibration would be intermittent and would vary in intensity depending on the distance from the receptor (i.e., the lane and direction of travel etc.). This impact would be less than significant.

1. INTRODUCTION

This section describes the purpose of this noise impact analysis, project location, proposed development, and study area. Figure 1 shows the project location map and Figure 2 illustrates the project site plan.

PURPOSE AND OBJECTIVES

The purpose of this report is to provide an assessment of potential noise impacts associated with development and operation of the proposed project and to identify mitigation measures that may be necessary to reduce those impacts. The noise issues related to the proposed land use and development have been evaluated considering applicable Federal, State, and local policies, including those of the City of Ontario.

Although this is a technical report, effort has been made to write the report clearly and concisely. A list of acronyms and glossary are provided in Appendix A and Appendix B of this report to assist the reader with technical terms related to noise analysis.

PROJECT LOCATION

The 3.03-acre project site is located at the southeast corner of Belmont Street and Sultana Avenue, addressed at 500 Belmont Street, in the City of Ontario, California. The project site is currently vacant. A vicinity map showing the project location is provided on Figure 1.

PROJECT DESCRIPTION

The proposed project involves construction of a 59,984 square foot industrial building. The proposed project also includes 44 auto parking spaces and 2 trailer parking spaces. Access to the project site would be provided by two access driveways on Belmont Street. Figure 2 illustrates the project site plan.

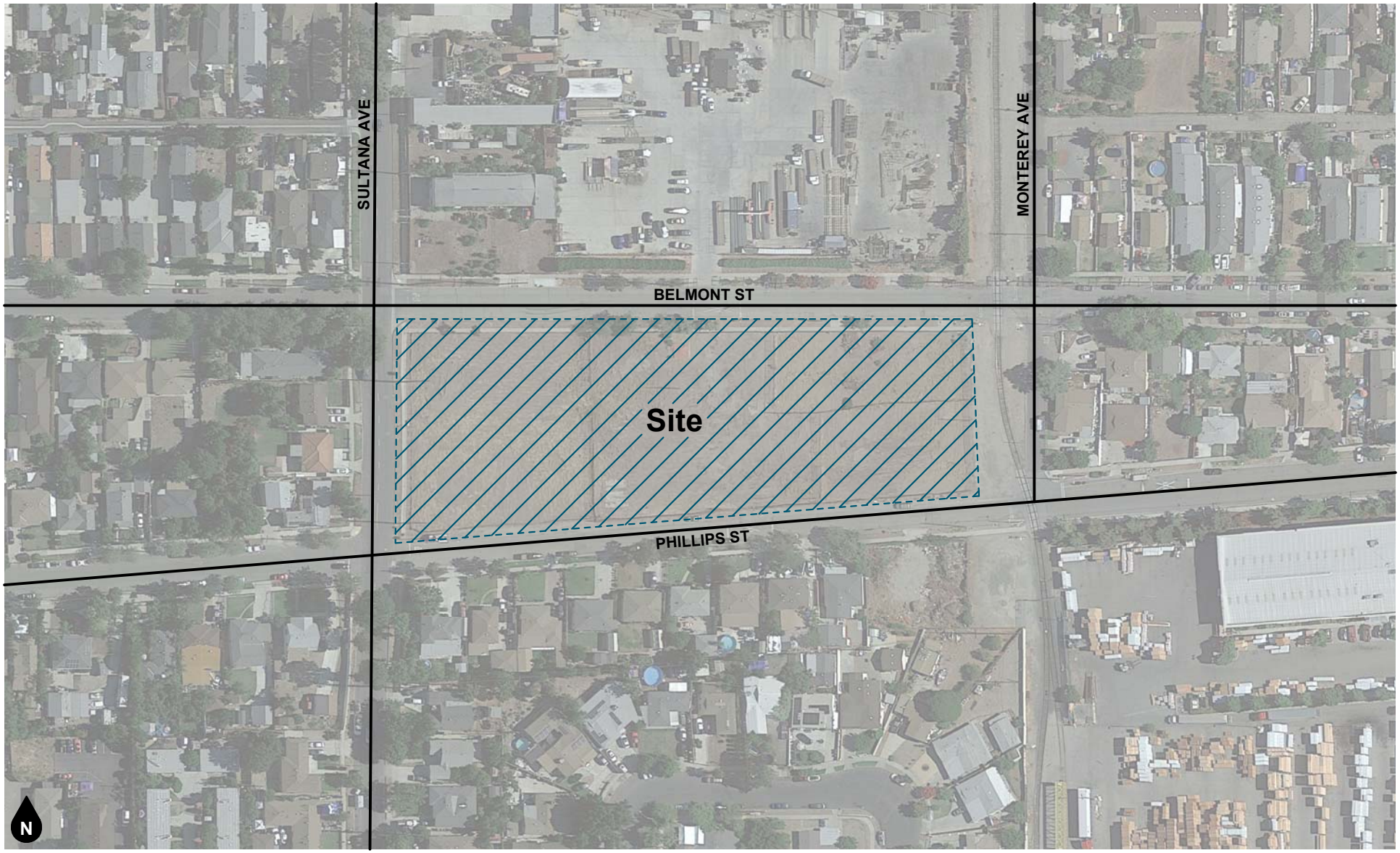


Figure 1
Project Location Map

Figure 2
Site Plan

2. NOISE AND VIBRATION FUNDAMENTALS

NOISE FUNDAMENTALS

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment.

Commonly used noise terms are presented in Appendix B. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA.

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease. Figure 3 shows the relationship of various noise levels to commonly experienced noise events.

Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq}, or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (DNL). CNEL is a 24-hour weighted average measure of community noise. CNEL is obtained by adding five decibels to sound levels in the evening (7:00 PM to 10:00 PM), and by adding ten decibels to sound levels at night (10:00 PM to 7:00 AM). This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. DNL is a very similar 24-hour average measure that weights only the nighttime hours.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013).

VIBRATION FUNDAMENTALS

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water.

Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation".

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibel.

PPV is appropriate for evaluating the potential of building damage and VdB is commonly used to evaluate human response. Decibel notation acts to compress the range of numbers required in measuring vibration. Similar to the noise descriptors, L_{eq} and L_{max} can be used to describe the average vibration and the maximum vibration level observed during a single vibration measurement interval. Figure 4 illustrates common vibration sources and the human and structural responses to ground-borne vibration. As shown on the figure, the threshold of perception for human response is approximately 65 VdB; however, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Vibration tolerance limits for sensitive instruments such as magnetic resonance imaging (MRI) or electron microscopes could be much lower than the human vibration perception threshold.

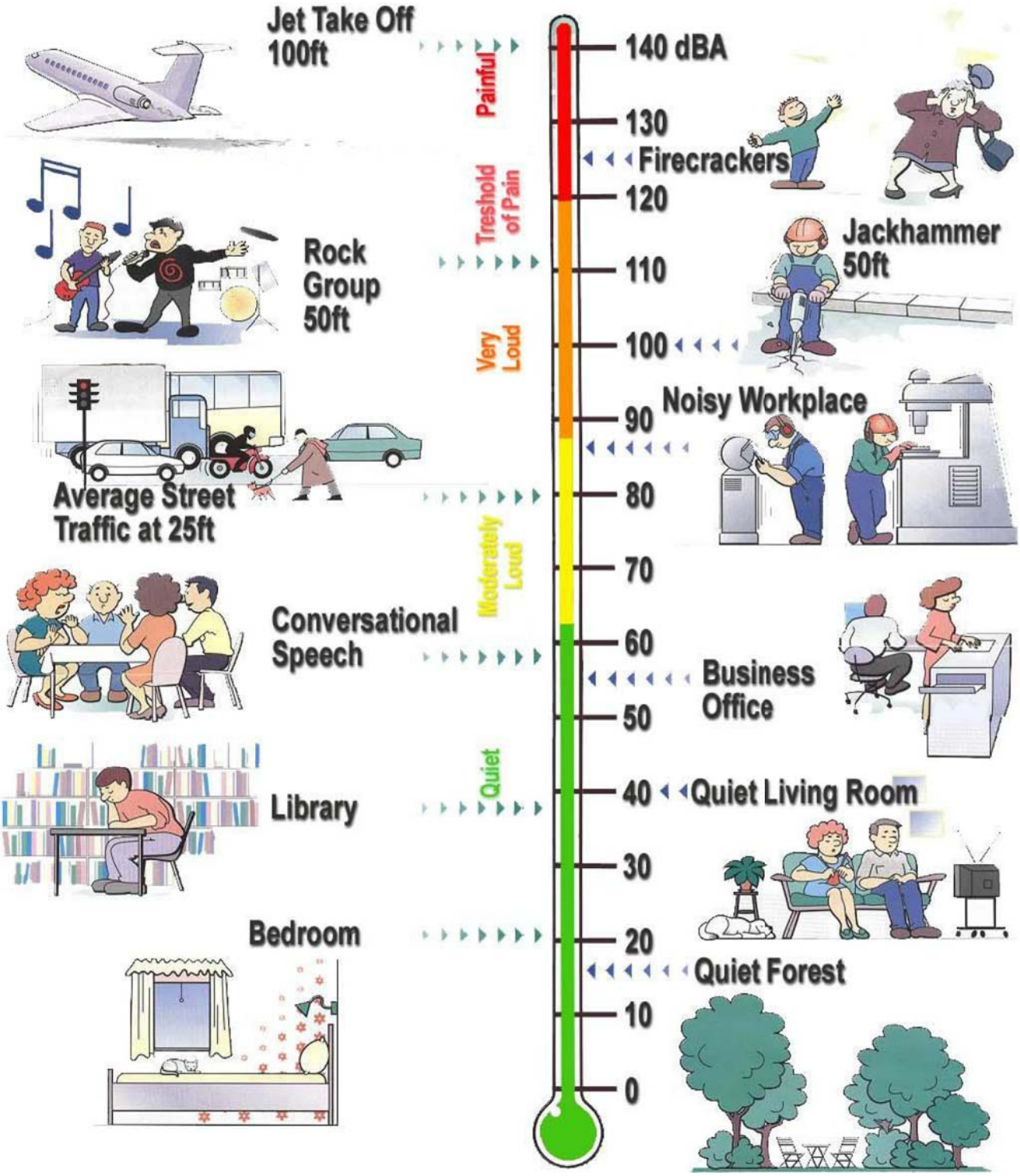
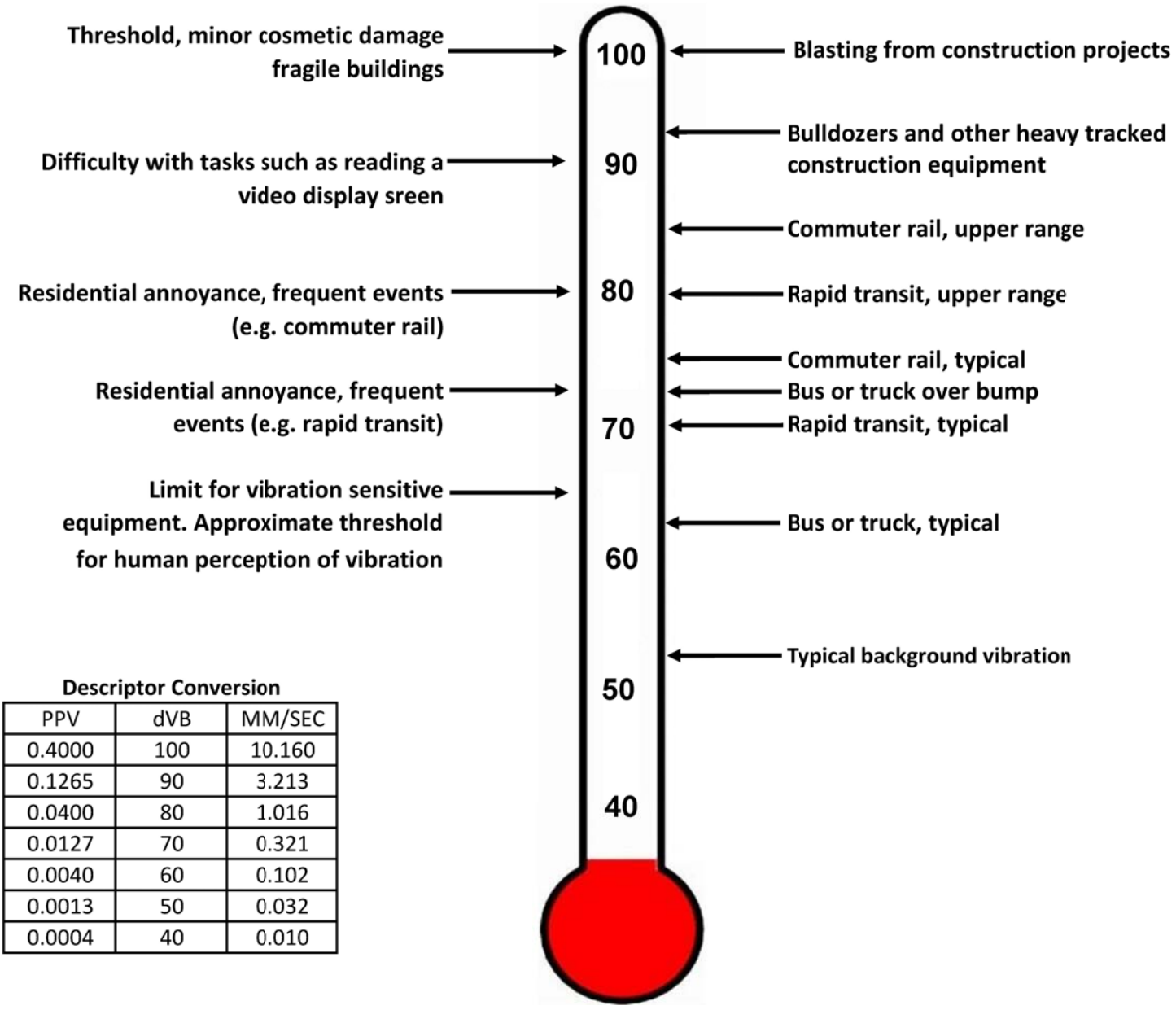


Figure 3
Weighted Sound Levels in Common Environments

Source: Bruel & Kjaer 2001



Descriptor Conversion

PPV	dVB	MM/SEC
0.4000	100	10.160
0.1265	90	3.213
0.0400	80	1.016
0.0127	70	0.321
0.0040	60	0.102
0.0013	50	0.032
0.0004	40	0.010

Source: FRA, 2012. Federal Railroad Administration High-Speed Ground Transportation Noise and Vibration Impact Assessment. Office of Railroad Policy Development, Washington, D.C. DOT/FRA/ORD-12/15. September.

Figure 4
Typical Levels of Groundborne Vibration

3. EXISTING NOISE ENVIRONMENT

EXISTING LAND USES AND SENSITIVE RECEPTORS

The project site is bordered by Belmont Street to the north, a Union Pacific Railroad Company (UP) rail line to the east, Phillips Street to the south, and Sultana Avenue to the west.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple-family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Furthermore, the City of Ontario, in the Ontario Plan Draft EIR, identifies sensitive noise receptors as residential, school, and open space/recreation areas where quite environments are necessary for public enjoyment, public health, and safety.

Sensitive land uses that may be affected by project noise include the existing single-family residential properties located approximately 50 feet to the south (across Phillips Street), 82 feet to the southwest (across the intersection of Phillips Street and Sultana Avenue), 60 feet to the west (across Sultana Avenue), 85 feet to the northwest (across the intersection of Belmont Street and Sultana Avenue), 120 feet to the northeast (across the intersection of Belmont Street and Monterey Avenue), and 85 feet to the east (across the UP rail line and Monterey Street) of the project site.

AMBIENT NOISE MEASUREMENTS

An American National Standards Institute (ANSI Section SI4 1979, Type 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels. In order to document existing ambient noise levels in the project area, three (3) 15-minute daytime noise measurements were taken between 2:02 PM and 3:29 PM on February 16, 2022. In addition, one (1) long-term 24-hour noise measurement was also taken from February 16, 2022, to February 17, 2022.

As shown on Figure 5, the noise meter was placed at the following locations:

- STNM1: represents the existing noise environment of the single-family residences located to the west of the project site boundary on the western side of Sultana Avenue (1214 Sultana Avenue, Ontario). The noise meter was placed near the eastern single-family residential property line on the western side of Sultana Avenue.
- STNM2: represents the existing noise environment of the single-family residences located to the south of the project site (550 Phillips Street, Ontario). The noise meter was placed near the northern single-family residential property line south of Phillips Street.
- STNM3: represents the existing noise environment of the single-family residences located east of the project site (604 Monterey Avenue, Ontario). The noise meter was placed near the western property line of the residential uses approximately 50 feet east of an existing UP railroad line.
- LTNM1: was taken on the project site to represent the existing noise environment on and near the project site.

Table 1 provides a summary of the short-term ambient noise data. Table 2 provides hourly interval ambient noise data from the long-term noise measurement. Noise measurement field sheets and meter output is provided in Appendix C. Short-term ambient noise levels were measured between 59.5 and 65 dBA L_{eq}. Long-term hourly noise measurement ambient noise levels ranged from 48.8 to 66 dBA L_{eq}. Vehicles traveling along Sultana Avenue, Phillips Street, and Monterey Avenue as well as overheard airplanes were the dominant noise sources.

Table 1
Short-Term Noise Measurement Summary (dBA)

Daytime Measurements[1,2]								
Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
STNM1	2:02 PM	65.0	83.5	43.2	73.1	69.9	64.7	65.8
STNM2	2:42 PM	63.4	78.7	45.0	73.4	68.6	59.3	52.1
STNM3	3:14 PM	59.5	75.1	46.5	71.0	62.1	54.4	51.4

Notes:
(1) See Figure 5 for noise measurement locations. Each noise measurement was performed over a 15-minute duration.
(2) Noise measurements performed on February 16, 2022.

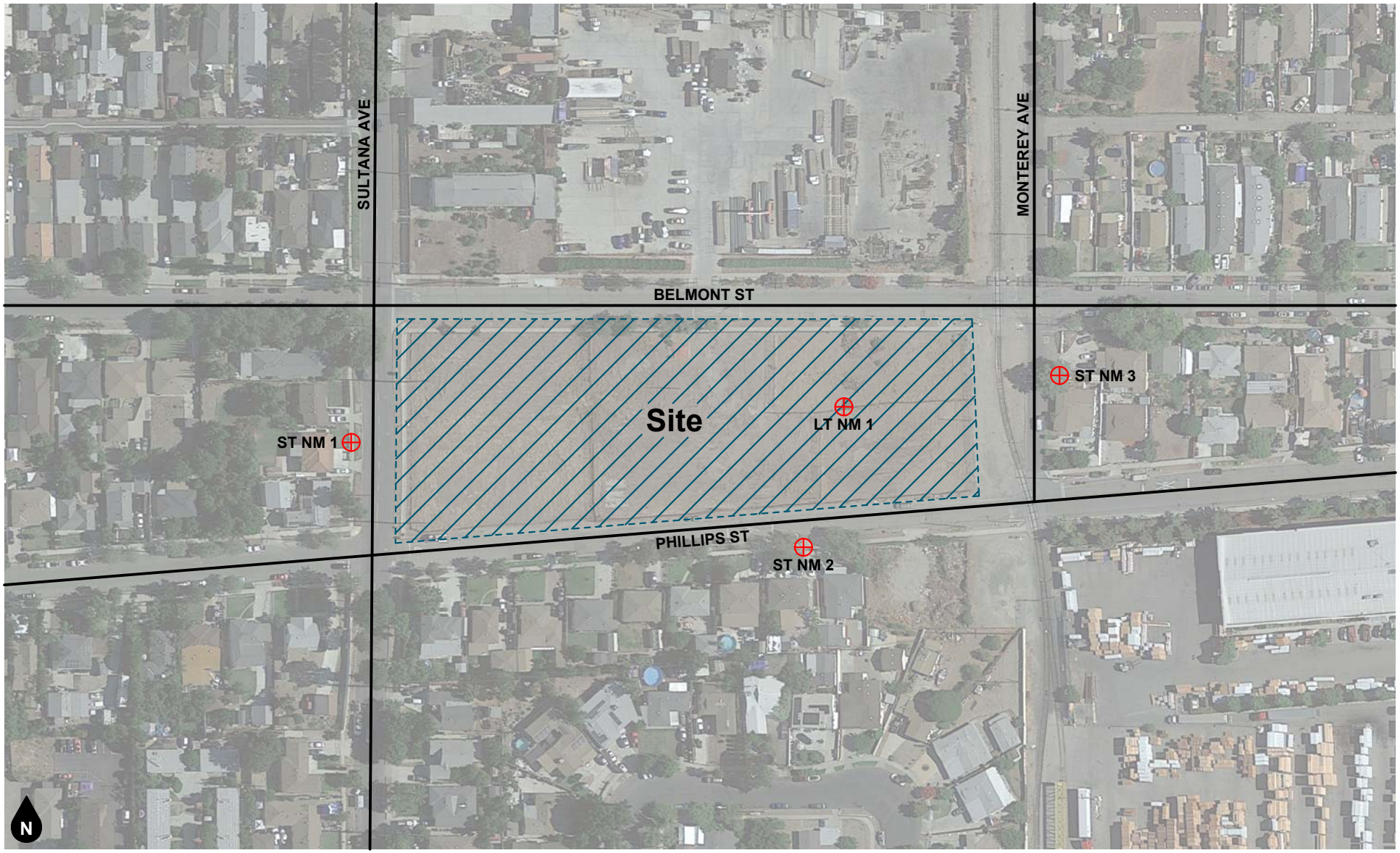
Table 2
Long-Term Noise Measurement Summary (dBA)

24-Hour Ambient Noise[1,2]								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Overall Summary	6:00 PM	57.7	92.7	36.8	65.3	58.0	52.4	48.8
1	6:00 PM	54.8	73.7	43.5	63.7	55.4	51.2	48.7
2	7:00 PM	59.2	84.2	43.3	67.4	56.4	50.9	48.3
3	8:00 PM	61.7	82.1	43.8	71.6	64.7	55.2	48.9
4	9:00 PM	61.2	79.9	43.1	72.5	66.7	51.8	47.9
5	10:00 PM	51.9	69.9	42.5	61.0	54.1	49.5	47.6
6	11:00 PM	54.3	75.9	41.4	65.2	55.6	50.0	46.6
7	12:00 AM	48.8	71.3	42.1	56.3	50.3	47.7	45.9
8	1:00 AM	50.2	70.5	44.4	57.0	52.7	48.8	47.7
9	2:00 AM	56.8	79.5	45.6	65.6	60.3	55.0	52.0
10	3:00 AM	50.9	70.3	39.3	58.6	53.5	50.8	46.9
11	4:00 AM	58.8	77.3	45.4	68.3	62.8	56.9	52.9
12	5:00 AM	56.9	73.6	45.4	65.6	61.1	55.9	52.5
13	6:00 AM	57.3	81.2	46.7	65.6	60.1	55.3	52.7
14	7:00 AM	55.9	71.7	46.9	62.4	59.5	56.2	54.1
15	8:00 AM	53.8	67.8	43.5	61.3	57.4	53.8	51.3
16	9:00 AM	50.8	67.7	36.8	59.9	53.1	50.0	47.6
17	10:00 AM	66.0	92.7	36.8	67.8	60.5	51.7	47.1
18	11:00 AM	60.2	90.6	40.0	62.5	54.1	49.5	46.9
19	12:00 PM	51.1	68.8	39.8	60.6	54.2	49.2	46.5
20	1:00 PM	51.1	70.2	38.6	60.9	54.0	48.9	46.1
21	2:00 PM	51.1	72.7	38.6	59.3	53.5	50.1	46.9
22	3:00 PM	54.5	72.5	39.4	64.8	57.5	51.2	47.9
23	4:00 PM	55.7	75.6	40.0	66.6	56.7	51.4	48.3
24	5:00 PM	56.1	81.0	41.9	65.7	58.3	52.1	48.9

Notes:

(1) See Figure 5 for noise measurement locations. Noise measurement was performed over a 24-hour duration.

(2) Noise measurement performed from February 16, 2022 to February 17, 2022.



Legend

⊕ NM 1 Noise Measurement Location

ST NM Short-Term Noise Measurement

LT NM Long-Term Noise Measurement

Figure 5
Noise Measurement Location Map

4. REGULATORY SETTING

FEDERAL REGULATION

Federal Noise Control Act of 1972

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In addition, the Levels of Environmental Noise identified five (5) dBA as an "adequate margin of safety" for a noise level increase relative to a baseline noise exposure level of 55 dBA Ldn (i.e., there would not be a noticeable increase in adverse community reaction with an increase of five dBA or less from this baseline level). The EPA did not promote these findings as universal standards or regulatory goals with mandatory applicability to all communities, but rather as advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

STATE REGULATIONS

State of California General Plan Guidelines 2017

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research (OPR) (OPR Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The OPR Guidelines include a Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of the buildings which do not incorporate any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally unacceptable" ranges include conditions calling for detailed acoustical study prior to the construction or operation of the proposed project. The City of Ontario has adopted their own version of the State Land Use Compatibility Guidelines (see Table 3).

California Environmental Quality Act

The California Environmental Quality Act Guidelines (Appendix G) establishes thresholds for noise impact analysis. This noise study includes analysis of noise and vibration impacts necessary to assess the project in light of the following Appendix G Checklist Thresholds.

Would the project result in:

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?

Substantial increases in ambient noise levels are usually associated with project construction noise (temporary) and project operational noise (permanent).

Project Construction Noise: Construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. Construction activities that occur outside of these hours is allowed as long as it does not violate the stationary noise standards presented in Tables 4 and 5.

Project Operational Noise (permanent): The proposed project has the potential to generate on-site and off-site noise. For on-site generated noise, the City of Ontario Municipal Code Sections 5-29.04 and 5-29.05 includes noise level standards for different land use types. As shown in Table 4, the City's exterior standards for single-family residential properties are 65 dBA L_{eq} during the daytime (7:00 AM to 10:00 PM) and 45 dBA L_{eq} during the nighttime (10:00 PM to 7:00 AM). In addition, as shown in Table 5, the City's interior standards for single-family residential properties are 45 dBA L_{eq} during the daytime and 40 dBA L_{eq} during the nighttime.

The Ontario Plan Draft EIR (discussed below) determined that project generated increases in ambient noise levels due to vehicle traffic would occur if the buildout of the proposed plan resulted in increases in ambient noise levels of 3 dBA CNEL or more along affected roadways.

b) Generate excessive groundborne vibration or groundborne noise levels?

The City currently does not have any adopted standards, guidelines, or thresholds relative to ground-borne vibration. Ground-borne noise refers to the noise generated by ground-borne vibration. Ground-borne noise that accompanies the building vibration is usually perceptible only inside buildings and typically is only an issue at locations with subway or tunnel operations where there is no airborne noise path or for buildings with substantial sound insulation such as a recording studio.[1] As such, available guidelines from the Federal Transit Administration (FTA) are utilized to assess impacts due to ground-borne vibration. The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. As shown in Table 6, the threshold at which there is a risk to "architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings is a peak particle velocity (PPV) of 0.5, at engineered concrete and masonry (no plaster) buildings a PPV of 0.3, at non-engineered timber and masonry buildings a PPV of 0.2 and at buildings extremely susceptible to vibration damage a PPV of 0.1.

The FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories:

(1) Vibration Category 1 – High Sensitivity,

[1] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2018, pp 108, 112.

(2) Vibration Category 2 – Residential, and

(3) Vibration Category 3 – Institutional.

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. The vibration criteria associated with human annoyance for these three land-use categories are shown in Table 7. Table 7 shows that 72 VdB is the threshold for annoyance from groundborne vibration at sensitive receptors.

Therefore, impacts related to building damage would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures. Impacts related to human annoyance would be significant if they result in groundborne vibration levels that exceed 72 VdB at sensitive receptor locations.

LOCAL REGULATIONS

Ontario Policy Plan

The Ontario Policy Plan presents criteria used to assess the compatibility of proposed land uses with the noise environment (see Table 3). As shown in Table 3, industrial warehouse uses are considered clearly acceptable in exterior noise environments that reach up to 70 dBA CNEL and normally acceptable in noise environments that reach up to 80 dBA CNEL. These standards apply to the land use of the proposed project itself.

The Ontario Policy Plan has also established goals and policies regarding noise within the City. The goals and policies applicable to the proposed project are below.

Goal S4 An environment where noise does not adversely affect the public's health, safety, and welfare.

Policies:

S4-1 *Noise Mitigation*. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.

S4-4 *Truck Traffic*. We manage truck traffic to minimize noise impacts on sensitive land uses.

S4-6 *Airport Noise Compatibility*. We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.

City of Ontario Municipal Code

Section 5-29.03 Designated Noise Zones.

The properties hereinafter described shall be assigned to the following noise zones:

- Noise Zone I: All single-family residential properties;
- Noise Zone II: All multi-family residential properties and mobile home parks;
- Noise Zone III: All commercial property;
- Noise Zone IV: The residential portion of mixed-use properties;

- Noise Zone V: All manufacturing or industrial properties and all other uses.

The actual use of the property, and not necessarily its zoning designation, shall be the determining factor in establishing whether a property is in Noise Zone I, II, III, IV or V, provided that the actual use is a legal use within the applicable zone.

Section 5-29.04 Exterior Noise Standards.

a) The exterior noise standards in Table 4, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

   1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
   2. Measurements for compliance are made on the affected property pursuant to Section 5-29.15.

b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

   1. The noise standard for the applicable zone for any fifteen-minute (15) period; and
   2. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Section 5-29.05 Interior Noise Standards.

a) The interior noise standards in Table 5, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

   1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
   2. Measurements for compliance are made on the affected property pursuant to Section 5-29.15.

b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

   1. The noise standard for the applicable zone for any fifteen-minute (15) period; and
   2. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.

e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Section 5-29.06 Exemptions.

The following activities shall be exempted from the provisions of this chapter:

c) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within forty-five (45) minutes in any hour of its being activated;

d) Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of Section 5-29.09;

g) Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of Section 5-29.08;

Section 5-29.08 Real Property Maintenance Noise Regulations.

a) No person, while engaged in maintenance of real property, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, except between the hours of 8:00 AM and 6:00 PM.

b) Trimming or pruning that requires the use of chainsaws or mulching machines shall only be allowed between the hours of 8:00 AM and 6:00 PM on a weekday and between the hours of 9:00 AM and 5:00 PM on Saturday or Sunday.

c) The use of electrical or gasoline powered blowers, such as commonly used by gardeners or other persons for cleaning lawns, yards, driveways, gutters and other property shall only be allowed between the hours of 8:00 AM and 6:00 PM on a weekday and between the hours of 9:00 AM and 5:00 PM on Saturday or Sunday.

d) No landowner, gardener, property maintenance service, contractor, subcontractor, or employer shall permit or allow any person or persons working under his or her direction or control to operate any tool, equipment or machine in violation of the provisions of this section.

Section 5-29.09 Construction Activity Noise Regulations.

a) No person, while engaged in construction, remodeling, digging, grading, demolition, or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 AM and 6:00 PM or on Saturday or Sunday between the hours of 9:00 AM and 6:00 PM.

b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

c) Exceptions:

3. Any construction that complies with the noise limits specified in Sections 5-29.04 and 5-29.05.

Table 3
City of Ontario Noise Level Exposures and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Category	Land Use	55	60	65	70	75	80	
Residential/ Lodging	Single Family/ Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motels							
Public/ Institutional	Schools/Hospitals							
	Churches/Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/ Open Space	Parks/Playgrounds							
	Golf Courses/Riding Stables							
	Outdoor Spectator Sports							
	Outdoor Music Shells/Amphitheaters							
	Livestock/Wildlife Preserves							
	Crop Agriculture							

	Clearly Acceptable:	No special noise insulation required, assuming buildings of normal conventional construciton.
	Normally Acceptable:	Acoustical reports will be required for major new residential construciton. Conventional constuction with closed windows and fresh air supply systems of air conditioning will normally suffice.
	Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and necessary noise insulation features included.
	Clearly Unacceptable:	No new construction should be permitted.

Source: City of Ontario Plan, 2010.

Table 4
City of Ontario Exterior Noise Standards

Allowable Exterior Noise Level		Allowed Equivalent Noise Level, Leq.	
Noise Zone	Type of Land Use	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Source: City of Ontario Municipal Code Section 5-29.04 Exterior Noise Standards.

Table 5
City of Ontario Interior Noise Standards

Allowable Interior Noise Level		Allowed Equivalent Noise Level, Leq.	
Noise Zone	Type of Land Use	7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA

Source: City of Ontario Municipal Code Section 5-29.05 Interior Noise Standards.

Table 6
Construction Vibration Damage Criteria

Building/Structural Category	PPV, in/sec	Approximate L_v[1]
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremelly susceptible to vibration damage	0.1	90

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (September 2018).
Notes:
(1) RMS velocity in decibels, VdB re 1 micro-in/sec.

Table 7
Ground-Borne Vibration (GBV) Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB*	65 VdB*	65 VdB*
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (September 2018).

Notes:

*This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

5. ANALYTICAL METHODOLOGY AND MODEL PARAMETERS

This section discusses the analysis methodologies used to assess noise impacts.

CONSTRUCTION NOISE MODELING

Construction noise associated with the proposed project was calculated at the sensitive receptor locations, utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the project site. The equipment used to calculate the construction noise levels for each phase were based on the assumptions provided in the CalEEMod modeling in the Air Quality, Greenhouse Gas, HRA, and Energy Impact Analysis prepared for the proposed project (Ganddini Group, 2022). For construction noise purposes, the distance measured from the project site to sensitive receptors was assumed to be the acoustical center of the project site to the property line of residential properties with existing residential buildings. Sound emission levels associated with typical construction equipment as well as typical usage factors provided in Table 8 were utilized for modeling purposes. Construction noise worksheets are provided in Appendix D.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRAFFIC NOISE PREDICTION MODEL

The roadway noise level increases from project generated vehicular traffic were modeled utilizing a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

The FHWA Traffic Noise Prediction Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emissions Levels.[2] Adjustments are then made to the REMEL to account for: total average daily traffic volumes, roadway classification (i.e., collector, secondary, major or arterial), the roadway active width (i.e., distance between the center of the outermost travel lanes on each side of the roadway), travel speed, truck mix (i.e., percentage of automobiles, medium trucks, and heavy trucks in the traffic volume), roadway grade and site conditions (hard or soft ground surface relating to the absorption of the ground, pavement, or landscaping). Research conducted by Caltrans identifies that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model.[3] Therefore, surfaces adjacent to all modeled roadways were assumed to have a "soft site". Possible reductions in noise levels due to intervening topography and buildings were not accounted for in this analysis.

Project average daily vehicle trips were obtained from the Belmont Sultana Warehouse Project Level of Service and Vehicle Miles Traveled Screening Assessment (VMT Screening Assessment) (Ganddini Group, Inc., February 9, 2022). As no project trip distribution was provided in the VMT Screening Assessment, it was assumed that all project trips would travel along Belmont Street in the vicinity of the project site. The City does not have existing average daily vehicle counts for Belmont Street[4]; therefore, to be conservative, the existing average daily traffic along Belmont Street was estimated using measured ambient noise levels. Existing Plus Project vehicle mixes were calculated by adding the proposed project trips to existing conditions. FHWA spreadsheets are included in Appendix E.

[2] 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.

[3] California Department of Transportation. Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report. June 1995. FHWA/CA/TL-95/23.

[4] https://www.ontarioca.gov/TrafficEngineering

SOUNDPLAN NOISE MODEL

The SoundPLAN acoustical modeling software was utilized to model project operational worst-case stationary noise impacts from the proposed project to adjacent sensitive uses (e.g., residences). SoundPLAN is capable of evaluating stationary noise sources (e.g., parking lots, drive-thru menus, carwash equipment, vacuums, etc.) and much more. The SoundPLAN software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. In addition to the information provided below, noise modeling input and outputs assumptions are provided in Appendix F.

The peak hour Leq associated with project operation was modeled utilizing representative sound levels in the SoundPLAN model. Modeled noise sources include parking lot noise, loading/unloading areas and HVAC equipment. All noise sources were modeled to be in full operation. This is a conservative modeling effort, given that in actuality, not all noise sources are not in operation continuously for an entire hour.

Parking Lot Noise

Parking lot noise was calculated using SoundPLAN methodology. Specifically, the traffic volume of the parking lot is entered with the number of moves per parking, the hour and the number of parking bays. The user defines whether the parking lots are for automobiles, motorcycles, or trucks, and the emission level of a parking lot is automatically adjusted accordingly. The values for the number of parking moves for each time slice is the number of parking moves per reference unit (most often per parking bay), averaged for the hour[5].

SoundPLAN utilizes parking lot noise emission levels from the 6th revised edition of the parking lot study "*Recommendations for the Calculation of Sound Emissions of Parking Areas, Motorcar Centers and Bus Stations as well as of Multi-Story Car Parks and Underground Car Parks*" published by the Bavarian Landesamt für Umwelt, which provides calculation methods to determine the emissions of parking lots. The Lw descriptor represents the sound power level.

The parking lot emission table documents the reference level (Lw, ref) from the parking lot study.

Lw, ref = Lw0 + KPA + KI + KD + KStrO + 10 log(B) [dB(A)]

With the following parameters:

Lw0 = Basic sound power, sound power level of one motion / per hour on P+R areas = 63 dB(A)
KPA = Surcharge parking lot type
KI = Surcharge for impulse character
KD = Surcharge for the traffic passaging and searching for parking bays in the driving lanes 2,5 * lg (f * B - 9)
f = Parking bays per unit of the reference value
B = Reference value
KStrO = Surcharge for the road surface
B = Reference value

Loading/Unloading

The proposed loading area/truck ramp was modeled using an area source equivalent to a sound level of 70 dBA.

[5] SoundPLAN Essential 4.0 Manual. SoundPLAN International, LLC. May 2016.

Mechanical Equipment (HVAC Units) Noise

A noise reference level of 67.7 dBA at 3 feet (sound power level of 78.7 dB) was utilized to represent rooftop 5 Ton Carrier HVAC units[6]. The roof plans provided by the project applicant show two rooftop mechanical units. The noise source height for each HVAC unit was assumed at 1 meter above the roof top. Roof top is assumed to be approximately 13.4 meters (~44 feet) above grade.

[6] MD Acoustics, LLC Noise Measurement Data for RTU –Carrier 50TFQ0006 and car alarm.

6. IMPACT ANALYSIS

This impact discussion analyzes the potential for noise and/or groundborne vibration impacts to cause the exposure of a person to, or generation of, noise levels in excess of established City of Ontario standards related to: construction, operation, and transportation noise related impacts to, or from, the proposed project.

IMPACTS RELATED TO CONSTRUCTION NOISE

The construction phases for the proposed project are anticipated to include grading, building construction, paving and architectural coating. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. Construction activities are anticipated to begin no sooner than the beginning of February 2022 and be completed by early November 2023.

Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. The existing residential uses located to the northeast, east, south, southwest, west, and northwest of the project site may be affected by short-term noise impacts associated with construction noise.

Construction noise associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase. Anticipated noise levels during each construction phase are presented in Table 9. Worksheets for each phase are included as Appendix D.

A comparison of existing noise levels and project construction noise levels at the closest receptor locations are presented in Table 9. STNM1 was chosen to represent noise levels at the property line of the single-family residential uses located northwest, west, and southwest of the project site, STNM2 was chosen to represent noise levels at the property lines of the single-family residential uses to the south of the project site, and STNM3 was chosen to represent noise levels at the property lines of the single-family residential uses to the east and northeast of the project site.

Modeled unmitigated construction noise levels are expected to range between 55.2 and 76.5 dBA L_{eq} (see Table 9). The expected duration of each phase and the loudest sound level at the nearest sensitive receptor (single-family residential to south) is presented below:

Phase	Number of Days	Maximum Leq
Grading	6	76.5
Building Construction	185	75.5
Paving	10	74.9
Architectural Coating	10	64.6

As discussed earlier, construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. Construction activities that occur outside of these hours are acceptable as long as they comply with stationary noise standards presented in Tables 4 and 5. As shown in Table 9, only the construction noise levels during the architectural coating phase of construction would comply with the City's daytime (7:00 AM to 10:00 PM) exterior stationary noise standard of 65 dBA L_{eq} at existing sensitive receptors. However, the proposed project will comply with the allowed hours of construction specified in Section 5.29-09 of the City of Ontario's Municipal Code.

Impacts would be less than significant, and no mitigation is required. However, the following best management practices are recommended to further reduce construction noise, emanating from the proposed project:

Suggested Best Management Practices

1. Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

2. Place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

3. As applicable, shut off all equipment when not in use.

4. Locate equipment staging in areas that create the greatest distance between construction-related noise/vibration sources and existing sensitive receptors.

5. Direct away and shield jackhammers, pneumatic equipment, and all other portable stationary noise sources from existing residences in the vicinity of the project site. Either one-inch plywood or sound blankets can be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding should be without holes and cracks. Entryways should be located on the northern side.

6. Amplified music and/or voice will not be allowed on the project site.

7. Haul truck deliveries will not occur outside of the hours presented as exempt for construction per Section 5.29-09 of the City of Ontario's Municipal Code.

Off-Site Construction Activity

Construction truck trips would occur throughout the construction period. According to the FHWA, the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL.[7] As shown in the CalEEMod output files provided in the Air Quality, Global Climate Change, HRA and Energy Impact Analysis prepared for the proposed project (Ganddini Group, 2022) the greatest number of construction related vehicle trips per day would be during grading at up to 156 vehicle trips per day (10 for worker trips and 146 for hauling trips). Given the project site's proximity to the 60 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps. Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

NOISE IMPACTS TO OFF-SITE RECEPTORS DUE TO PROJECT GENERATED TRIPS

During operation, the proposed project is expected to generate approximately 103 average daily trips with 9 trips during the AM peak-hour and 11 trips during the PM peak-hour. A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated at the right-of-way from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. Roadway input parameters including average daily traffic volumes (ADTs), speeds, and vehicle distribution data is shown in Table 10. The potential off-site noise impacts

[7] Federal Highway Administration, Highway Noise Prediction Model, December 1978.

caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions and is demonstrated in Table 10.

Existing Year (With Project): This scenario refers to existing year plus project traffic noise conditions and is demonstrated in Table 10.

As shown in Table 11, modeled Existing traffic noise levels along Belmont Street are 64 dBA CNEL at the right-of-way of each modeled roadway segment and the modeled Existing Plus Project traffic noise levels along Belmont Street are 65 dBA CNEL at the right-of-way of each modeled roadway segment.

As stated previously, for purposes of this project, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if the project-related traffic would increase the CNEL at any noise-sensitive receptor by an audible amount of 3 dBA.

Project generated vehicle trips are anticipated to increase roadway noise by approximately 0.95 dBA CNEL (see Table 11). Therefore, the change in noise level would be considered less than significant. No mitigation is required.

NOISE IMPACTS TO OFF-SITE RECEPTORS DUE TO ON-SITE OPERATIONAL NOISE

The nearest sensitive receptors to the project site include the 50 feet to the south, 82 feet to the southwest, 60 feet to the west, 85 feet to the northwest, 120 feet to the northeast, and 85 feet to the east of the project site.

As stated previously, Sections 5-29.04 and 5-29.05 of the City's Municipal Code include interior and exterior noise standards for a variety of land uses. Per Section 5-29.04, the City's exterior standards for single-family residential properties are 65 dBA L_{eq} during the daytime (7:00 AM to 10;00 PM) and 45 dBA L_{eq} during the nighttime (10:00 PM to 7:00 AM). In addition, the interior standards provided in Section 5-29.05 are 45 dBA L_{eq} during the daytime and 40 dBA L_{eq} during the nighttime at single-family residential properties.

Exterior Noise Level Analysis

As shown on the project site plans, a concrete screen wall ranging between approximately 10 to 11 feet is proposed around the loading/unloading area of the proposed warehouse. With incorporation of the proposed concrete screen wall, as shown in Table 12and on Figure 6 and 7, modeled peak hour operational noise levels would range between 34 to 42 dBA L_{eq} at the nearest residential property lines to the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA L_{eq} nor the nighttime residential standard of 45 dBA L_{eq} as set forth in Sections 5-29.04 and 5-29.05 of the City's Municipal Code. This impact would be less than significant. No mitigation is required.

Interior Noise Level Analysis

Typical buildings generally provide a conservative 20 dBA noise level reduction with "windows closed". The City of Ontario Municipal Code Section 5-29.05 identifies interior noise level standards of 45 dBA during the daytime and 40 dBA during the nighttime for residential land uses. Considering that operational noise levels generated by the project are not expected to exceed 42 dBA L_{eq} at existing residential uses, project operation will not result in interior noise levels that exceed either the daytime or nighttime interior noise standards. This impact would be less than significant. No mitigation is required.

GROUNDBORNE VIBRATION IMPACTS

Construction Vibration

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. For example, as shown in Table 13, a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or wells, or cosmetic architectural damage, such as cracked plaster, stucco, or tile. (California Department of Transportation, 2020)

Table 6 identifies the threshold at which there is a risk to "architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings as a peak particle velocity (PPV) of 0.5, at engineered concrete and masonry (no plaster) buildings as a PPV of 0.3, at non-engineered timber and masonry buildings as a PPV of 0.2 and at buildings extremely susceptible to vibration damage as a PPV of 0.1. Therefore, impacts would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures.

There are existing residential dwelling units as close as approximately 66 feet to the south, 75 feet to the west, 114 feet to the northwest and 90 feet to the east of the project property lines. As shown in Table 14, at the closest residential lot (66 feet to the south), the use of a vibratory roller would be expected to generate a PPV of 0.049 in/sec and a bulldozer would be expected to generate a PPV of 0.021 in/sec. Therefore, use of either a vibratory roller or a bulldozer would not cause architectural damage to any nearby residential structures.

In addition, the nearest off-site commercial/industrial building is located approximately 125 feet to the north project's northern property line. As shown in Table 14, at a distance of 125 feet, use of a vibratory roller would be expected to generate a PPV of 0.019 in/sec and a bulldozer would be expected to generate a PPV of 0.008 in/sec. Therefore, their use on the project site would not cause architectural damage to the commercial and industrial structures located north of the project site.

Damage to structures due to groundborne vibration associated with project construction is not likely. This impact would be less than significant. Vibration worksheets are provided in Appendix G.

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. (California Department of Transportation, 2020)

As shown in Table 7, vibration becomes strongly perceptible to sensitive receptors at a level of 72 VdB. A vibratory roller could generate up to 72 VdB at a distance of 136 feet from the source and a large bulldozer could generate 72 VdB at a distance of 80 feet from the source.

As described above, the closest vibration-sensitive receptors to the project site include the residential dwelling units located as close as approximately 66 feet from the property line. As shown in Table 14, the threshold for annoyance due to vibration (72 VdB at offsite sensitive uses) could theoretically be exceeded at existing residential receptors to the south, west, northwest, and east of the project site, and residents may be temporarily annoyed. However, the impact would only occur during daytime hours and will be temporary. The impact would be less than significant. No mitigation is required.

The closest buildings to the north of the project site are that of commercial/industrial uses, which are not considered to be a vibration-sensitive land use. The FTA adopted standards associated with human annoyance for groundborne vibration impacts for three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. Therefore, as commercial/industrial uses are not considered a vibration-sensitive land use, no further analysis in regard to annoyance is necessary to the commercial structures to the north. . This impact is not significant. No mitigation is required. Vibration worksheets are provided in Appendix G.

Operational Vibration

As shown in the Level of Service and Vehicle Miles Traveled Screening Assessment prepared for the proposed project (Ganddini Group Inc., February 2022), the proposed project would receive as many as 36 truck trips per day. Along off-site travel routes these additional truck trips would operate at least 27 feet from existing residential structures along Belmont Street. Using data provided in Table 13, Construction Equipment Vibration Source Levels, a loaded truck would typically produce a vibration level of 0.076 inch per second PPV at 25 feet or 0.054 inch per second RMS at 25 feet. It is anticipated that at the nearest residential structures (approximately 27 feet from the edge of the roadway) from off-site travel routes vibration levels from truck travel would be anticipated to be around 0.068 inches per second PPV or 0.048 inch per second RMS. Therefore, as the FTA vibration damage threshold is 0.2 inches per second PPV operational truck vibration would not cause damage at sensitive receptors near the project site or along road segments affected by project generated vehicle traffic. In addition, truck vibration would be intermittent and would vary in intensity depending on the distance from the receptor (i.e., the lane and direction of travel etc.). This impact would be less than significant. See Appendix G for Vibration Worksheets.

Impacts to Project from Airports

The closest airport to the project site is the Ontario International Airport, which has runways located as close as approximately 1.26 miles to the northeast of the project site. The Ontario International Airport Land Use Compatibility Plan (ALUCP) (July 2018 Amendment) Map 2-3, Compatibility Policy Map: Noise Impact Zones, shows that the project site is within the airport's 65-70 dBA CNEL noise contour. As provided in Table 2-3, Noise Criteria, of the airport's ALUCP, warehouse uses are considered normally compatible uses within the airport's 65-70 dBA CNEL noise contour. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with airports.

Table 8
CA/T Equipment Noise Emissions and Acoustical Usage Factor Database

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
All Other Equipment > 5 HP	No	50	85	-N/A-	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-N/A-	0
Blasting	Yes	-N/A-	94	-N/A-	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-N/A-	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Forklift[2,3]	No	50	n/a	61	n/a
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-N/A-	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-N/A-	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	50	85	77	9
Paving Equipment	No	50	85	77	9

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-N/A-	0
Tractor	No	40	84	-N/A-	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Notes:

(1) Source: FHWA Roadway Construction Noise Model User's Guide January 2006.

(2) Warehouse & Forklift Noise Exposure - NoiseTesting.info Carl Stautins, November 4, 2014 http://www.noisetesting.info/blog/carl-strautins/page-3/

(3) Data provided Leq as measured at the operator. Sound Level at 50 feet is calculated using Inverse Square Law.

Table 9
Construction Noise Levels (dBA L_{eq})

Phase	Receptor Location	Existing Ambient Noise Levels (dBA Leq)[2]	Construction Noise Levels (dBA Leq)
Grading	Northwest (Residential) (STNM1)	65.0	67.9
	West (Residential) (STNM1)	65.0	68.7
	Southwest (Residential) (STNM1)	65.0	67.8
	South (Residential) (STNM2)	63.4	76.5
	East (Residential) (STNM3)	59.5	67.8
	Northeast (Residential) (STNM3)	59.5	67.1
Building Construction	Northwest (Residential) (STNM1)	65.0	66.9
	West (Residential) (STNM1)	65.0	67.7
	Southwest (Residential) (STNM1)	65.0	66.9
	South (Residential) (STNM2)	63.4	75.5
	East (Residential) (STNM3)	59.5	66.9
	Northeast (Residential) (STNM3)	59.5	66.1
Paving	Northwest (Residential) (STNM1)	65.0	66.2
	West (Residential) (STNM1)	65.0	67.0
	Southwest (Residential) (STNM1)	65.0	66.2
	South (Residential) (STNM2)	63.4	74.9
	East (Residential) (STNM3)	59.5	66.2
	Northeast (Residential) (STNM3)	59.5	65.4
Architectural Coating	Northwest (Residential) (STNM1)	65.0	56.0
	West (Residential) (STNM1)	65.0	56.8
	Southwest (Residential) (STNM1)	65.0	55.9
	South (Residential) (STNM2)	63.4	64.6
	East (Residential) (STNM3)	59.5	55.9
	Northeast (Residential) (STNM3)	59.5	55.2

Notes:

(1) Construction noise worksheets are provided in Appendix D.

(2) Per measured existing ambient noise levels (see Table 1). STNM1 was chosen to represent noise levels at the property lines of the single-family residential uses to the northwest, west, and southwest of the project site; STNM2 was chosen to represent noise levels at the property lines of the single-family residential uses to the south of the project site; and STNM3 was chosen to represent noise levels at the property lines of the single-family residential uses to the east and northeast of the project site.

Table 10
Project Average Daily Traffic Volumes and Roadway Parameters

Roadway	Segment	Average Daily Traffic Volume[1,2]		Posted Travel Speeds (MPH)	Site Conditions
		Existing	Existing Plus Project		
Belmont Street	In vicinity of project site	5,840	5,943	25	Hard

Vehicle Distribution (Light Mix)[2]			
Motor-Vehicle Type	Daytime % (7 AM-7 PM)	Evening % (7 PM-10 PM)	Night % (10 PM-7 AM)
Automobiles	75.56	13.96	10.49
Medium Trucks	48.91	2.17	48.91
Heavy Trucks	47.30	5.41	47.30

Notes:

(1) Project average daily traffic volumes were obtained from the *Belmont Sultana Warehouse Project Level of Service and Vehile Miles Traveled Screening Asessment* (VMT Screening Assessment) (Ganddini Group, Inc., February 9, 2022). As the VMT Screening Assessment did not provide project trip distribution, it was assumed that all trips would travel along Belmont Street in the vicinity of the project site.

(2) The City of Ontario traffic counts (provided at https://www.ontarioca.gov/TrafficEngineering) do not include Belmont Street. As existing averge daily vehicle trips were not available, to be conservative, the measured ambient noise levels were utilized to estimate exsiting average daily vehicle trips along Belmont Street in the vicinity of the project site (STNM3, see Table 1).

(3) Existing vehicle percentages are based on the Riverside County Industrial Hygiene Letter for Traffic Noise.

Table 11
Increase in Existing Noise Levels Along Roadways as a Result of Project (dBA CNEL)

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]				
			Existing Without Project at right-of-way	Existing Plus Project at right-of-way	Change in Noise Level	Exceeds Standards[3]	Increase of 5 dB or More?
Belmont Street	In vicinity of project site	30	63.98	64.93	0.95	Yes	No

Notes:

(1) Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.

(2) Right of way estimated based on Google Earth.

(3) Per the City of Ontario clearly acceptable standard for single-family detached residential dwelling units (see Table 3).

Table 12
Operational Noise Levels (dBA L_{eq})

Receptor Location[1]	Existing Ambient Noise Levels (dBA Leq)[2]	Peak Hour Operational Noise Levels (dBA Leq)[3]	Exceeds City Exterior Daytime/Nighttime Thresholds?[4]
Northwest (Receiver Location 5) (STNM1)	65.0	34	No/No
West (Receiver Location 4) (STNM1)	65.0	37	No/No
South (Receiver Location 3) (STNM2)	63.4	34	No/No
South (Receiver Location 2) (STNM2)	63.4	40	No/No
East (Receiver Location 1) (STNM3)	59.5	39	No/No
Northeast (Receiver Location 6) (STNM3)	59.5	42	No/No

Notes:

(1) Reciever locations are shown on Figure 6.

(2) Per measured existing ambient noise levels (see Table 1). STNM1 was chosen to represent noise levels at the property lines of the single-family residential uses to the northwest and west of the project site; STNM2 was chosen to represent noise levels at the property lines of the single-family residential uses to the south of the project site; and STNM3 was chosen to represent noise levels at the property lines of the single-family residential uses to the east and northeast of the project site.

(3) Operational noise levels include the proposed concrete screen wall ranging between 10 to 11 feet surrouding the loading dock area that is shown on the project site plans (see Figure 6). SoundPLAN Modeling Inputs/Outputs are provided in Appendix F.

(4) Section 5-29.04 of the City of Ontario Municipal Code incudes exterior noise standards for single-family residential properties of 65 dBA Leq during the daytime (7:00 AM to 10;00 PM) and 45 dBA Leq during the nighttime (10:00 PM to 7:00 AM).

Table 13
Construction Equipment Vibration Source Levels

Equipment		PPV at 25 ft, in/sec	Approximate Lv* at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93
clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment Manual, 2018.
*RMS velocity in decibels, VdB re 1 micro-in/sec

Table 14
Construction Vibration Levels at the Nearest Receptors

Receptor Location	Approximate Distance from Property Line to Nearest Structure (feet)	Equipment	Vibration Level[1]	Threshold Exceeded ?[2]
Architectural Damage Analysis				
Single-Family Residential to South	66	Vibratory Roller	0.049	No
	66	Large Bulldozer	0.021	No
Single-Family Residential to West	75	Vibratory Roller	0.040	No
	75	Large Bulldozer	0.017	No
Single-Family Residential to Northwest	114	Vibratory Roller	0.022	No
	114	Large Bulldozer	0.009	No
Single-Family Residential to East	90	Vibratory Roller	0.031	No
	90	Large Bulldozer	0.013	No
Commercial/Industrial to North	125	Vibratory Roller	0.019	No
	125	Large Bulldozer	0.008	No
Annoyance Analysis				
Single-Family Residential to South	66	Vibratory Roller	81	Yes
	66	Large Bulldozer	74	Yes
Single-Family Residential to West	75	Vibratory Roller	80	Yes
	75	Large Bulldozer	73	Yes
Single-Family Residential to Northwest	114	Vibratory Roller	74	Yes
	114	Large Bulldozer	67	No
Single-Family Residential to East	90	Vibratory Roller	77	Yes
	90	Large Bulldozer	70	No

Notes:

(1) Vibration levels are provided in PPV in/sec for architectural damage and VdB for annoyance.

(2) The FTA identifies the threshold at which there is a risk to "architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings as a peak particle velocity (PPV) of 0.5 in/sec, at engineered concrete and masonry (no plaster) buildings as a PPV of 0.3 in/sec, at non-engineered timber and masonry buildings as a PPV of 0.2 in/sec and at buildings extremely susceptible to vibration damage as a PPV of 0.1 in/sec. Therefore, vibration impacts related to architectural damage would be significant if construction activities result in groundborne vibration of 0.2 PPV or higher at residential structures and/or a PPV of 0.3 or higher at commercial structures (see Table 5). In addition, the FTA identifies a vibration annoyance threshold of 72 VdB for residential uses (see Table 6). Per the FTA Transit Noise and VIbration Impact Assessment Manual (September 2018), commercial/industrial uses are not considered vibration-sensitive land uses; therefore, the annoyance threshold does not apply to commercial/industrial uses.

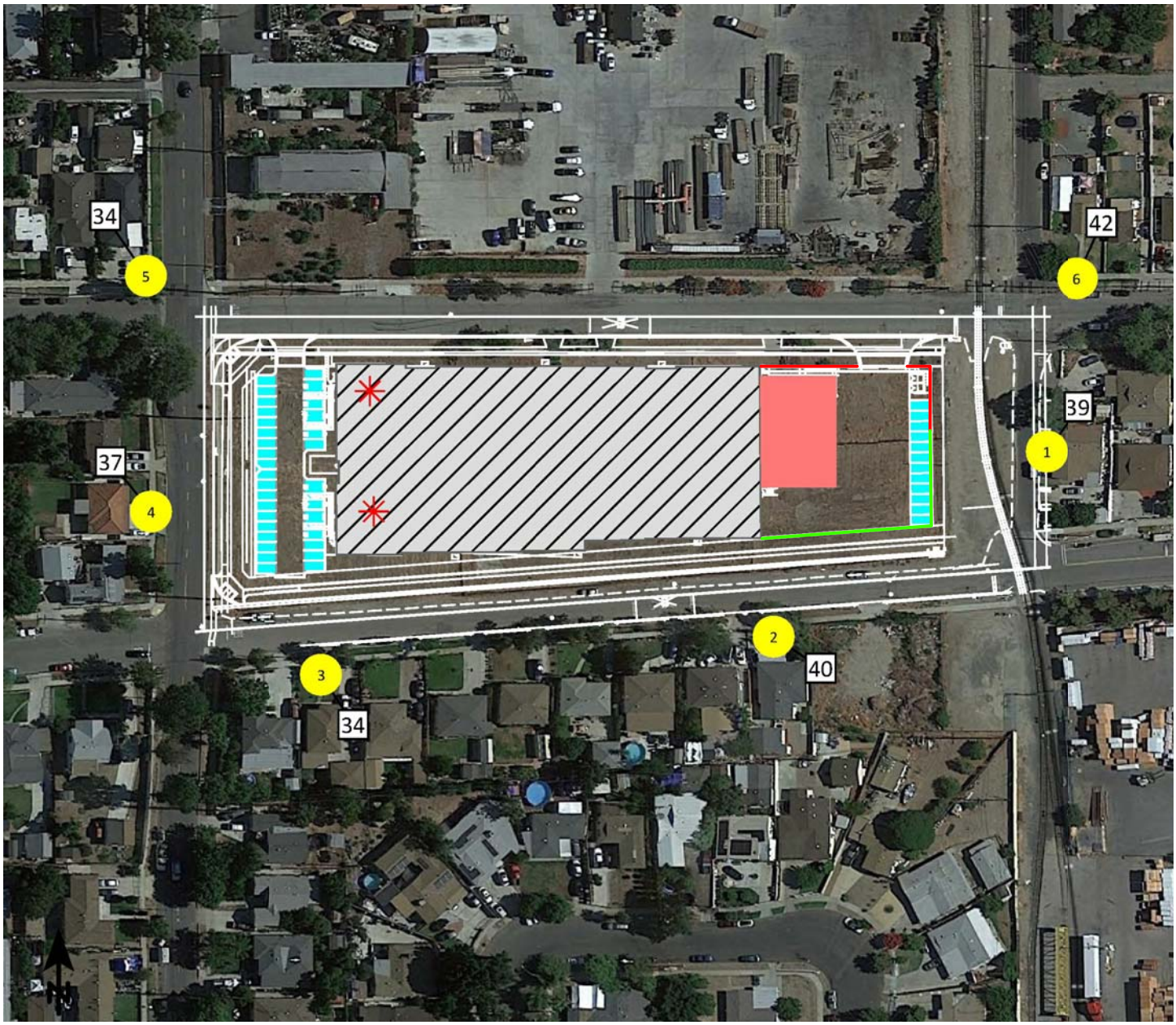


Figure 6
Operational Noise Levels (dBA Leq)

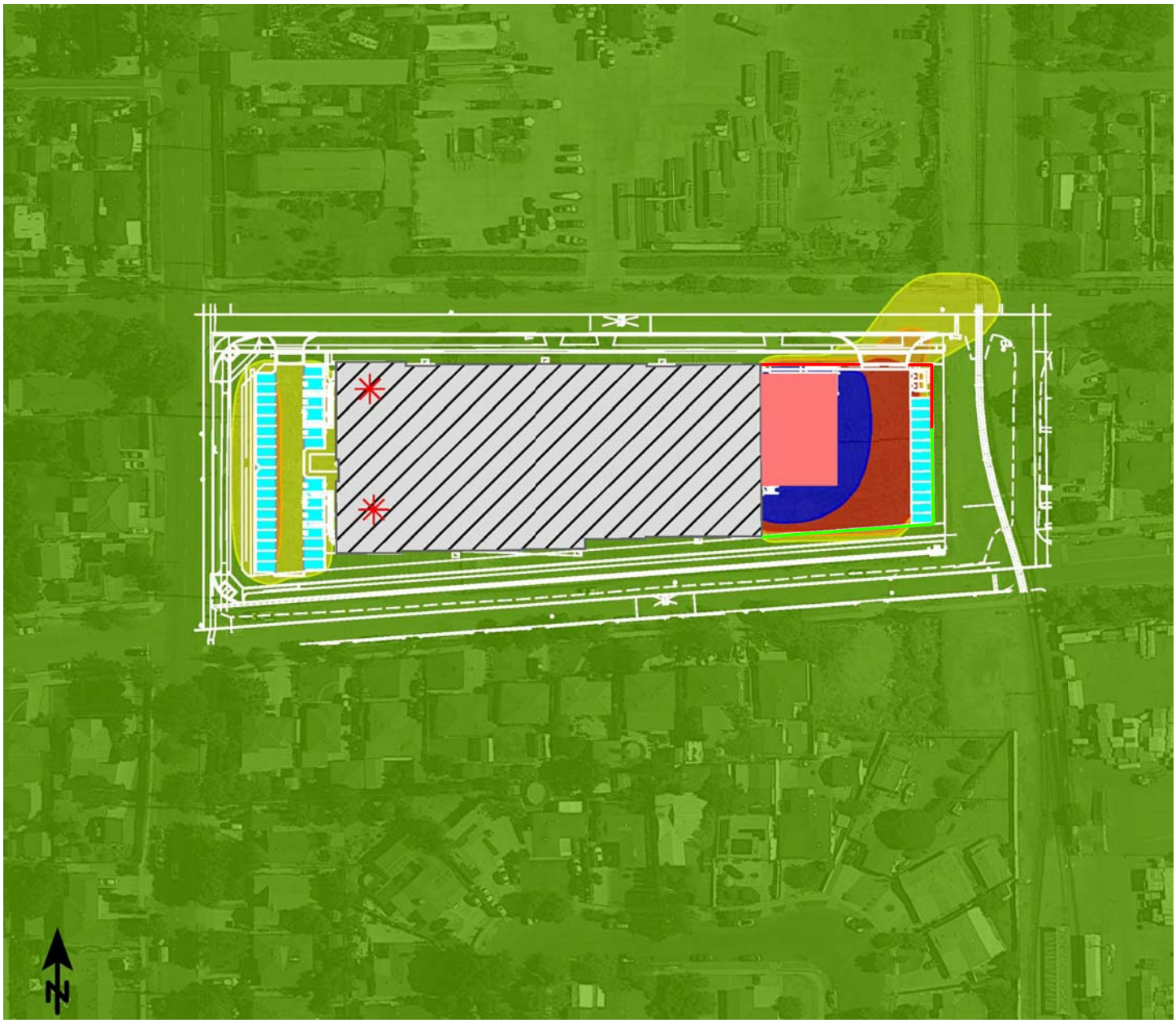


Figure 7
Operational Noise Level Contour

7. IMPACTS - CEQA THRESHOLDS

Will the project result in the:

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?

Less Than Significant Impact:

The City of Ontario has established goals and policies in the City's Policy Plan as well as Ordinances that regulate noise emission in the City that apply to the proposed project. Each of these are summarized below.

The City of Ontario Municipal Code Section 5.29-09 allows construction activities between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. Furthermore, the FTA daytime construction noise levels should not exceed 80 dBA L_{eq} for an 8-hour period at residential uses and 85 dBA L_{eq} for an 8-hour period at commercial uses.

Modeled unmitigated construction noise levels reached up to 67.9 dBA L_{eq} at the nearest residential property line to the northwest, 68.7 dBA L_{eq} at the nearest residential property line to the west, 67.8 dBA L_{eq} at the nearest residential property line to the southwest, 76.5 dBA L_{eq} at the nearest residential property line to the south, 67.8 dBA L_{eq} at the nearest residential property line to the east, and 67.1 dBA L_{eq} at the nearest residential property line to the northeast of the project site. Therefore, project construction would not be anticipated to exceed the FTA thresholds for either residential or commercial uses. Further, with compliance with the City's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Impacts would be less than significant, and no mitigation is required.

As shown on the project site plans, a concrete screen wall ranging between approximately 10 to 11 feet is proposed around the loading/unloading area of the proposed warehouse. As shown in Table 12and on Figure 6 and 7, modeled peak hour operational noise levels would range between 34 to 42 dBA L_{eq} at the nearest residential property lines to the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA L_{eq} nor the nighttime residential standard of 45 dBA L_{eq} as set forth in Sections 5-29.04 and 5-29.05 of the City's Municipal Code. Furthermore, typical buildings generally provide a conservative 20 dBA noise level reduction with "windows closed". The City of Ontario Municipal Code Section 5-29.05 identifies interior noise level standards of 45 dBA during the daytime and 40 dBA during the nighttime for residential land uses. Therefore, as operational noise levels generated by the project, reached up to approximately 42 dBA L_{eq} at existing residential uses, with incorporation of an approximate 20 dBA noise level reduction with "windows closed," interior noise levels would not exceed City interior daytime or nighttime noise standards. Therefore, impacts associated with project operational noise would be less than significant. No mitigation is required.

b) Generation of excessive groundborne vibration of groundborne noise levels?

Less Than Significant Impact:

There are several types of construction equipment that can cause vibration levels high enough to cause architectural damage and/or annoyance to persons in the vicinity. For example, as shown in Table 10, a vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment).

Available guidelines from the Federal Transit Administration (FTA) are utilized to assess impacts due to ground-borne vibration. The FTA has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. As shown in Table 4, the threshold at which there is a risk to

"architectural" damage to reinforced-concrete, steel or timber (no plaster) buildings is a peak particle velocity (PPV) of 0.5, at engineered concrete and masonry (no plaster) buildings a PPV of 0.3, at non-engineered timber and masonry buildings a PPV of 0.2 and at buildings extremely susceptible to vibration damage a PPV of 0.1. The FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories:

(1) Vibration Category 1 – High Sensitivity,
(2) Vibration Category 2 – Residential, and
(3) Vibration Category 3 – Institutional.

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. The vibration criteria associated with human annoyance for these three land-use categories are shown in Table 5. Table 5 shows that 72 VdB is the threshold for annoyance from groundborne vibration at sensitive receptors.

As stated previously, for conservative purposes, this construction vibration analysis compares the estimated vibration levels generated during construction of the project to the 0.2 in/sec PPV significance threshold for non-engineered timber and masonry buildings.

There are existing residential dwelling units as close as approximately 66 feet to the south, 75 feet to the west, 114 feet to the northwest and 90 feet to the east of the project property lines. As shown in Table 14, at the closest residential lot (66 feet to the south), the use of a vibratory roller would be expected to generate a PPV of 0.049 in/sec and a bulldozer would be expected to generate a PPV of 0.021 in/sec. Therefore, use of either a vibratory roller or a bulldozer would not cause architectural damage to any nearby residential structures. In addition, the nearest off-site commercial/industrial building is located approximately 125 feet to the north project's northern property line. As shown in Table 14, at a distance of 125 feet, use of a vibratory roller would be expected to generate a PPV of 0.019 in/sec and a bulldozer would be expected to generate a PPV of 0.008 in/sec. Therefore, their use on the project site would not cause architectural damage to the commercial and industrial structures located north of the project site. Damage to structures due to groundborne vibration associated with project construction is not likely. This impact would be less than significant.

A vibratory roller could generate up to 72 VdB at a distance of 136 feet from the source and a large bulldozer could generate 72 VdB at a distance of 80 feet from the source. As described above, the closest vibration-sensitive receptors to the project site include the residential dwelling units located as close as approximately 66 feet from the property line. As shown in Table 14, the threshold for annoyance due to vibration (72 VdB at offsite sensitive uses) could theoretically be exceeded at existing residential receptors to the south, west, northwest, and east of the project site, and residents may be temporarily annoyed. However, the impact would only occur during daytime hours and will be temporary. The impact would be less than significant. No mitigation is required.

Operation of the proposed project will involve the movement of passenger vehicles and trucks. Driving surfaces associated with the project will be paved and will generally be smooth. As shown in the Level of Service and Vehicle Miles Traveled Screening Assessment prepared for the proposed project (Ganddini Group Inc., February 2022), the proposed project would receive as many as 36 truck trips per day. Along off-site travel routes these additional truck trips would operate at least 27 feet from existing residential structures along Belmont Street. Using data provided in Table 13, Construction Equipment Vibration Source Levels, a loaded truck would typically produce a vibration level of 0.076 inch per second PPV at 25 feet or 0.054 inch per second RMS at 25 feet. It is anticipated that at the nearest residential structures (approximately 27 feet

from the edge of the roadway) from off-site travel routes vibration levels from truck travel would be anticipated to be around 0.068 inches per second PPV or 0.048 inch per second RMS. Therefore, as the FTA vibration damage threshold is 0.2 inches per second PPV operational truck vibration would not cause damage at sensitive receptors near the project site or along road segments affected by project generated vehicle traffic. In addition, truck vibration would be intermittent and would vary in intensity depending on the distance from the receptor (i.e., the lane and direction of travel etc.). Impacts would be less than significant. No mitigation is required.

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 area to excessive noise levels?*

Less Than Significant Impact:

The closest airport to the project site is the Ontario International Airport, which has runways located as close as approximately 1.26 miles to the northeast of the project site. The Ontario International Airport Land Use Compatibility Plan (ALUCP) (July 2018 Amendment) Map 2-3, Compatibility Policy Map: Noise Impact Zones, shows that the project site is within the airport's 65-70 dBA CNEL noise contour. As provided in Table 2-3, Noise Criteria, of the airport's ALUCP, warehouse uses are considered normally compatible uses within the airport's 65-70 dBA CNEL noise contour. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with airports. This impact would be less than significant. No mitigation is required.

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APPENDICES

Appendix A List of Acronyms
Appendix B Glossary
Appendix C Noise Measurement Field Worksheets
Appendix D Construction Noise Modeling
Appendix E Project Generated Trips FHWA Worksheets
Appendix F SoundPLAN Worksheets
Appendix G Vibration Worksheets

APPENDIX A

LIST OF ACRONYMS

Term	Definition
ADT	Average Daily Traffic
ANSI	American National Standard Institute
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
D/E/N	Day / Evening / Night
dB	Decibel
dBA or dB(A)	Decibel "A-Weighted"
dBA/DD	Decibel per Double Distance
dBA L_{eq}	Average Noise Level over a Period of Time
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
L_{02},L_{08},L_{50},L_{90}	A-weighted Noise Levels at 2 percent, 8 percent, 50 percent, and 90 percent, respectively, of the time period
DNL	Day-Night Average Noise Level
$L_{eq(x)}$	Equivalent Noise Level for '"x" period of time
L_{eq}	Equivalent Noise Level
L_{max}	Maximum Level of Noise (measured using a sound level meter)
L_{min}	Minimum Level of Noise (measured using a sound level meter)
LOS C	Level of Service C
OPR	California Governor's Office of Planning and Research
PPV	Peak Particle Velocities
RCNM	Road Construction Noise Model
REMEL	Reference Energy Mean Emission Level
RMS	Root Mean Square

APPENDIX B

GLOSSARY

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

APPENDIX C

NOISE MEASUREMENT FIELD WORKSHEETS AND METER OUTPUT

Noise Measurement
Field Data

Project Name: Belmont Sultana Warehouse Project, City of Ontario **Date:** February 16, 2022

Project #: 19480

Noise Measurement #: STNM1 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Edward Gallagher

Nearest Address or Cross Street: 1214 S Sultana Avenue, Ontario, CA 91761

Site Description (Type of Existing Land Use and any other notable features): Project Site: Vacant land w/ vegetation, bordered by Belmont St to north w/ steel fabricator storage further north, rail & Monterey Ave to east, lumber storage to SE (past rail & roadways), Phillips St to south, & Sultana Ave to west. Noise Measurement Site: Single-family residential uses to west and Sultana Ave to east with project site further east.

Weather: Clear skies, sunny. Sunset 5:36 PM. **Settings:** SLOW FAST

Temperature: 62 deg F **Wind:** 10 mph **Humidity:** 35% **Terrain:** Flat

Start Time: 2:02 PM **End Time:** 2:17 PM **Run Time:**

Leq: 65 dB

Lmax 83.5 dB

L2 73.1 dB

L8 69.9 dB

L25 64.7 dB

L50 65.8 dB

Primary Noise Source: Traffic noise from the 48 vehicles traveling along S Sultana Avenue during 15 min noise measurement.

Secondary Noise Sources: Bird song, traffic ambiance from surrounding roads, residential ambiance. Air traffic noise from Ontario Airport (runway to ENE). Distant train horn.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CA 250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	CA 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2723
FACTORY CALIBRATION DATE:	11/17/2021	**FACTORY CALIBRATION DATE:**	11/18/2021
FIELD CALIBRATION DATE:	2/16/2022		

PHOTOS:

STNM1 looking SSE down Sultana Avenue towards Phillips Street intersection.

STNM1 looking W towards frontyard of residence, 1214 S Sultana Avenue, Ontario.

Summary	
File Name on Meter	LxT_Data.047.s
File Name on PC	LxT_0003099-20220216 140230-LxT_Data.047.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.404
User	Ian Edward Gallagher
Location	STNM1 34° 3'3.77"N 117°38'45.99"W
Job Description	15 minute noise measurement (1 x 15 minutes)
Note	Ganddini 19480 Belmont Sultana Warehouse Project, City of Ontario

Measurement	
Start	2022-02-16 14:02:30
Stop	2022-02-16 14:17:30
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2022-02-16 14:02:06
Post-Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	125.1 dB

Results			
LA_{eq}	65.0		
LAE	94.6		
EA	317.631	µPa²h	
EA8	10.164	mPa²h	
EA40	50.821	mPa²h	
$LZ_{peak\ (max)}$	2022-02-16 14:04:37	106.9	dB
LAS_{max}	2022-02-16 14:04:37	83.5	dB
LAS_{min}	2022-02-16 14:05:53	43.2	dB

			Statistics	
LC_{eq}	74.0	dB	**LA2.00**	73.1 dB
LA_{eq}	65.0	dB	**LA8.00**	69.9 dB
LC_{eq} - LA_{eq}	9.0	dB	**LA25.00**	64.7 dB
LAI_{eq}	67.5	dB	**LA50.00**	55.8 dB
LA_{eq}	65.0	dB	**LA66.60**	50.9 dB
LAI_{eq} - LA_{eq}	2.5	dB	**LA90.00**	46.0 dB
Overload Count	0			

Measurement Report

Report Summary

Meter's File Name	LxT_Data.047.s	Computer's File Name	LxT_0003099-20220216 140230-LxT_Data.047.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	STNM1 34° 3'3.77"N 117°38'45.99"W
Job Description	15 minute noise measurement (1 x 15 minutes)		
Note	Ganddini 19480 Belmont Sultana Warehouse Project, City of Ontario		
Start Time	2022-02-16 14:02:30	Duration	0:15:00.0
End Time	2022-02-16 14:17:30	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	65.0 dB		
LAE	94.6 dB	SEA	--- dB
EA	317.6 µPa²h	LAFTM5	70.5 dB
EA8	10.2 mPa²h		
EA40	50.8 mPa²h		
LZ_{peak}	106.9 dB	2022-02-16 14:04:37	
LAS_{max}	83.5 dB	2022-02-16 14:04:37	
LAS_{min}	43.2 dB	2022-02-16 14:05:53	
LA_{eq}	65.0 dB		
LC_{eq}	74.0 dB	LC_{eq} - LA_{eq}	9.0 dB
LAI_{eq}	67.5 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances	Count	Duration
LAS > 65.0 dB	45	0:04:12.0
LAS > 85.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

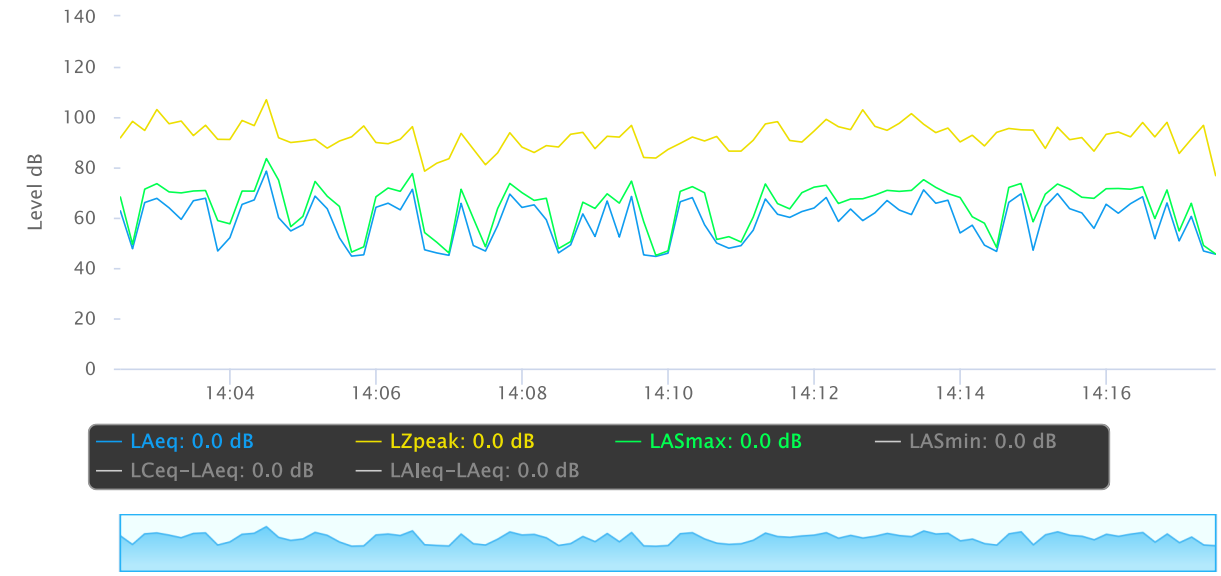
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	65.0 dB		74.0 dB		--- dB	
$L_{S(max)}$	83.5 dB	2022-02-16 14:04:37	--- dB		--- dB	
$L_{S(min)}$	43.2 dB	2022-02-16 14:05:53	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		106.9 dB	2022-02-16 14:04:37

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	26	0:01:21.3

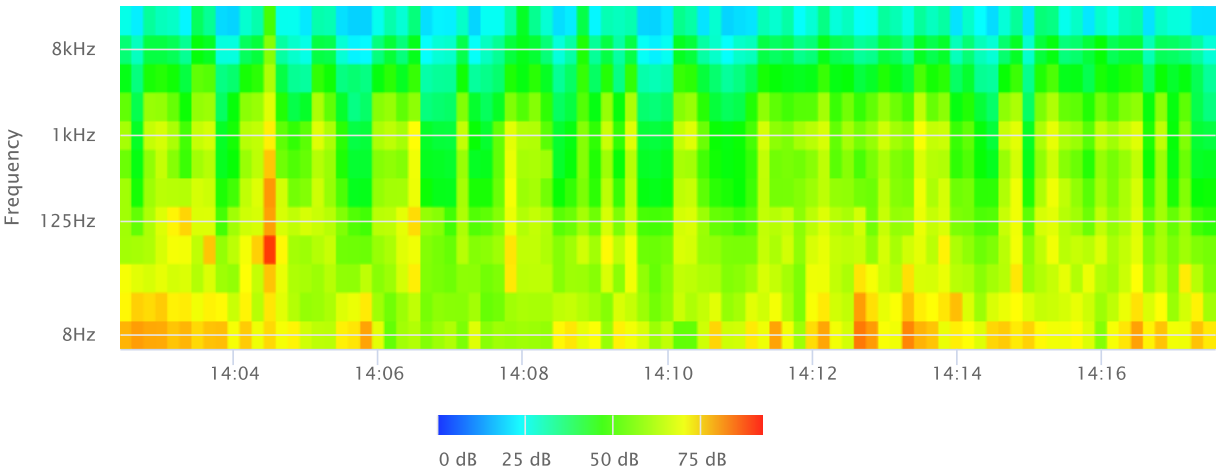
Statistics

LAS 2.0	73.1 dB
LAS 8.0	69.9 dB
LAS 25.0	64.7 dB
LAS 50.0	55.8 dB
LAS 66.6	50.9 dB
LAS 90.0	46.0 dB

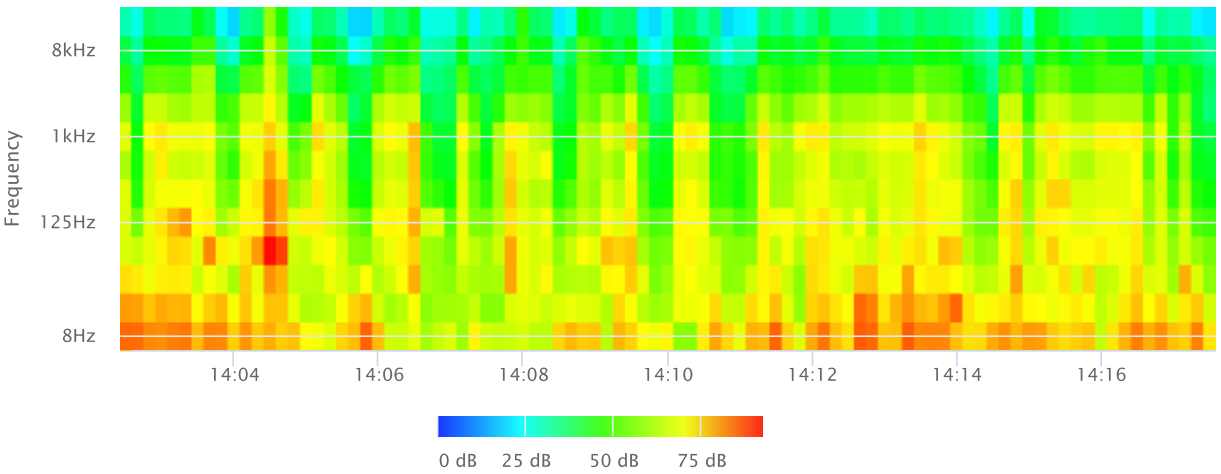
Time History



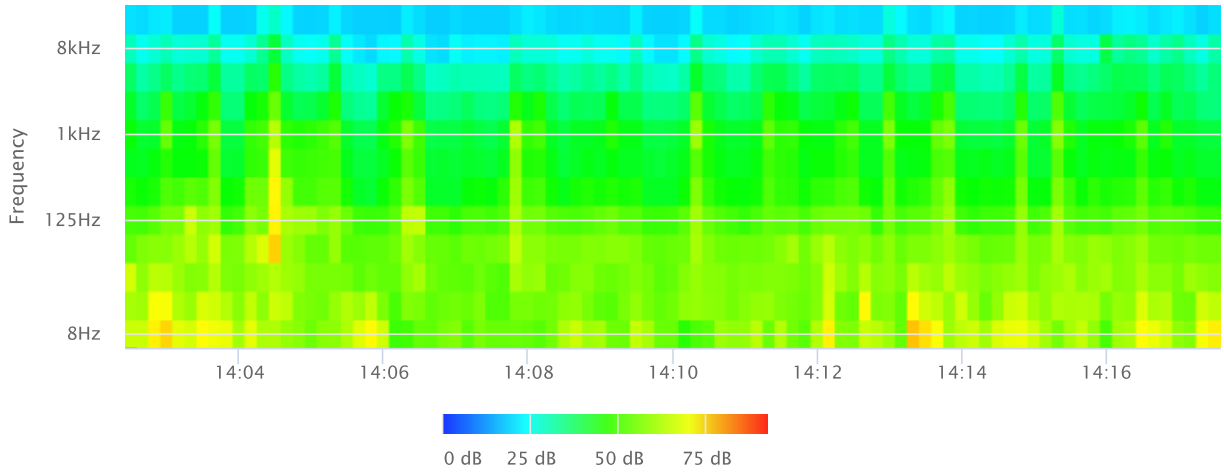
OBA 1/1 Leq



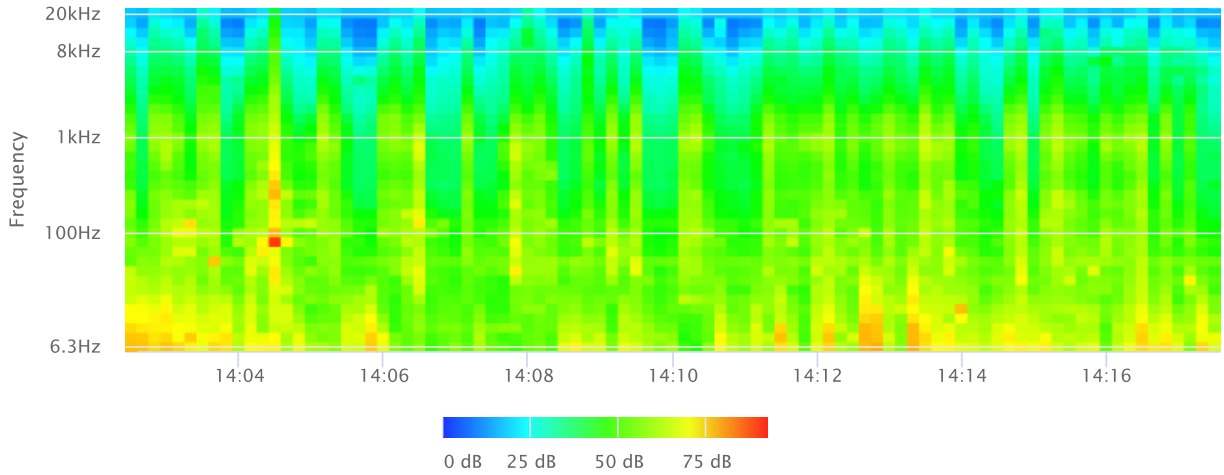
OBA 1/1 Lmax



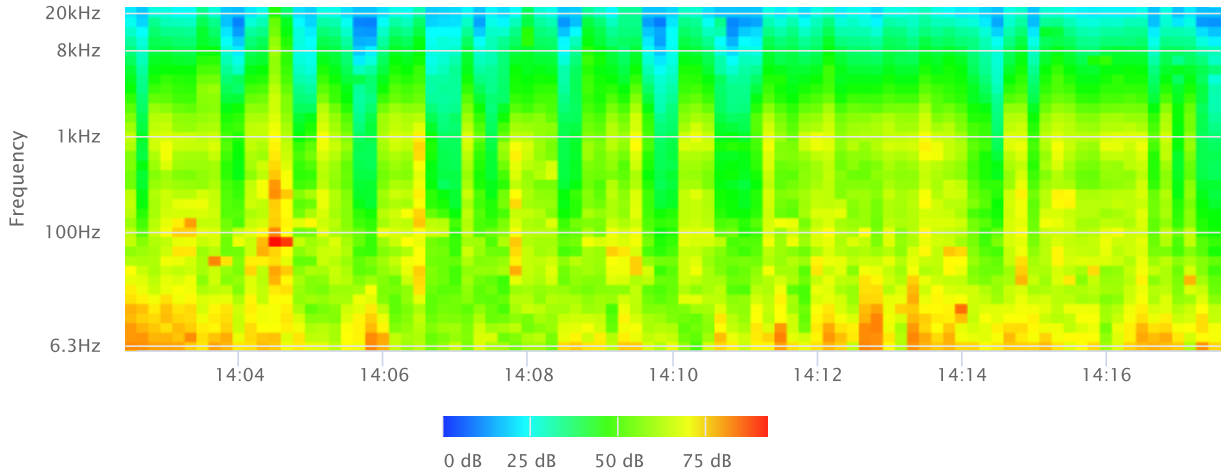
OBA 1/1 Lmin



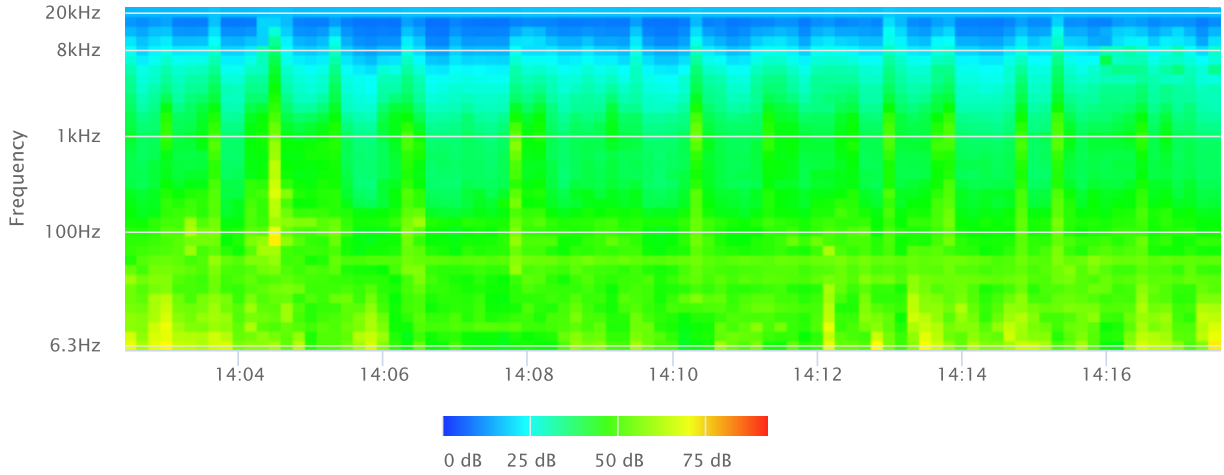
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin


20kHz
8kHz
1kHz
100Hz
6.3Hz
Frequency
14:04
14:06
14:08
14:10
14:12
14:14
14:16
0 dB
25 dB
50 dB
75 dB

Noise Measurement
Field Data

Project Name: Belmont Sultana Warehouse Project, City of Ontario **Date:** February 16, 2022

Project #: 19480

Noise Measurement #: STNM2 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Edward Gallagher

Nearest Address or Cross Street: 550 E Philips Street, Ontario, CA 91761

Site Description (Type of Existing Land Use and any other notable features): Project Site: Vacant land w/ vegetation, bordered by Belmont St to north w/ steel fabricator storage further north, rail & Monterey Ave to east, lumber storage to SE (past rail & roadways), Phillips St to south, & Sultana Ave to west. Noise Measurement Site: Phillips St to north w/ project site further north, single-family residential to south/southwest, & rail line and lumber yard to southeast.

Weather: Clear skies, sunny. Sunset 5:36 PM. **Settings:** SLOW FAST

Temperature: 62 deg F **Wind:** 10 mph **Humidity:** 35% **Terrain:** Flat

Start Time: 2:42 PM **End Time:** 2:57 PM **Run Time:**

Leq: 63.4 dB

Lmax 78.7 dB

L2 73.4 dB

L8 68.6 dB

L25 59.3 dB

L50 52.1 dB

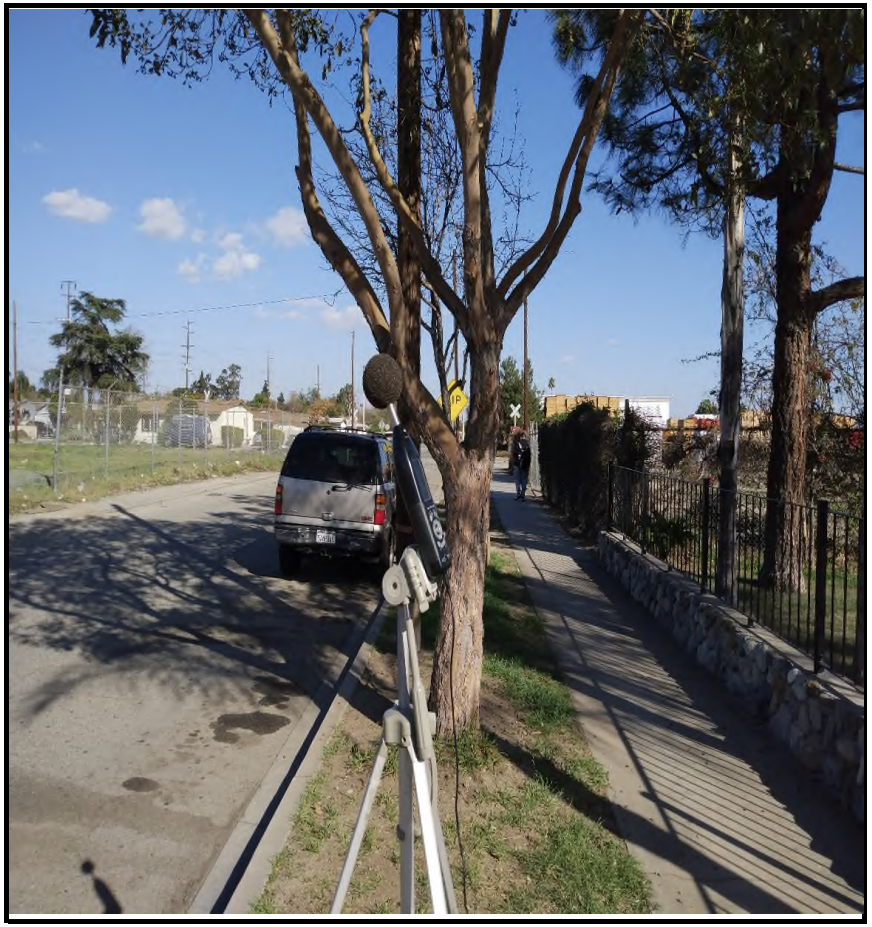
Primary Noise Source: Traffic noise from the 31 vehicles traveling along E Phillips Street during 15 min noise measurement.

Secondary Noise Sources: Bird song, traffic ambiance from surrounding roads, residential ambiance. Air traffic noise from Ontario Airport (runway to ENE). Distant train horn.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CA 250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	CA 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2723
FACTORY CALIBRATION DATE:	11/17/2021	**FACTORY CALIBRATION DATE:**	11/18/2021
FIELD CALIBRATION DATE:	2/16/2022		

PHOTOS:

STNM2 looking S from sidewalk towards frontyard of residence, 550 E Phillips Street, Ontario.



STNM2 looking E down E Phillips Street towards S Monterey Avenue and single track railroad intersection.

Summary	
File Name on Meter	LxT_Data.048.s
File Name on PC	LxT_0003099-20220216 144219-LxT_Data.048.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.404
User	Ian Edward Gallagher
Location	STNM2 34° 3'2.76"N 117°38'39.96"W
Job Description	15 minute noise measurement (1 x 15 minutes)
Note	Ganddini 19480 Belmont Sultana Warehouse Project, City of Ontario

Measurement	
Start	2022-02-16 14:42:19
Stop	2022-02-16 14:57:19
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2022-02-16 14:41:53
Post-Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	124.8 dB

Results			
LAeq	63.4		
LAE	93.0		
EA	221.160	µPa²h	
EA8	7.077	mPa²h	
EA40	35.386	mPa²h	
LZpeak (max)	2022-02-16 14:43:15	109.2	dB
LASmax	2022-02-16 14:56:40	78.7	dB
LASmin	2022-02-16 14:55:01	45.0	dB

			Statistics		
LCeq	70.4	dB	**LA2.00**	73.4	dB
LAeq	63.4	dB	**LA8.00**	68.6	dB
LCeq - LAeq	7.0	dB	**LA25.00**	59.3	dB
LAIeq	65.6	dB	**LA50.00**	52.1	dB
LAeq	63.4	dB	**LA66.60**	50.1	dB
LAIeq - LAeq	2.1	dB	**LA90.00**	48.1	dB
Overload Count	0				

Measurement Report

Report Summary

Meter's File Name	LxT_Data.048.s	Computer's File Name	LxT_0003099-20220216 144219-LxT_Data.048.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	STNM2 34° 3'2.76"N 117°38'39.96"W
Job Description	15 minute noise measurement (1 x 15 minutes)		
Note	Ganddini 19480 Belmont Sultana Warehouse Project, City of Ontario		
Start Time	2022-02-16 14:42:19	Duration	0:15:00.0
End Time	2022-02-16 14:57:19	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	63.4 dB		
LAE	93.0 dB	SEA	--- dB
EA	221.2 µPa²h	LAFTM5	68.8 dB
EA8	7.1 mPa²h		
EA40	35.4 mPa²h		
LZ_{peak}	109.2 dB	2022-02-16 14:43:15	
LAS_{max}	78.7 dB	2022-02-16 14:56:40	
LAS_{min}	45.0 dB	2022-02-16 14:55:01	
LA_{eq}	63.4 dB		
LC_{eq}	70.4 dB	LC_{eq} - LA_{eq}	7.0 dB
LAI_{eq}	65.6 dB	LAI_{eq} - LA_{eq}	2.1 dB

Exceedances	Count	Duration
LAS > 65.0 dB	31	0:02:42.5
LAS > 85.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

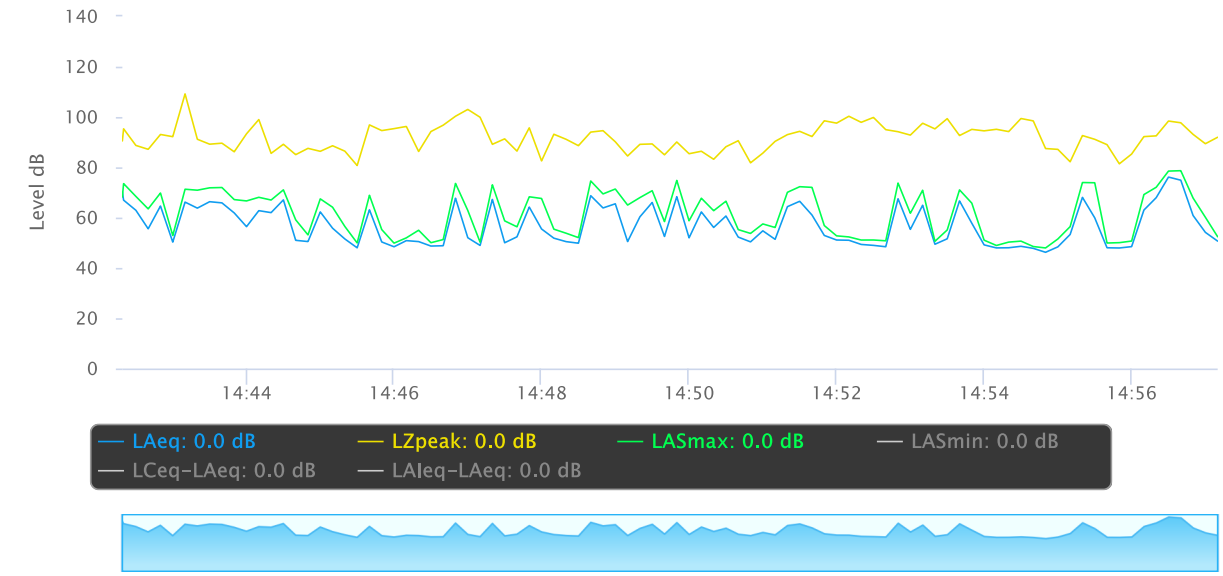
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	63.4 dB		70.4 dB		--- dB	
$L_{S(max)}$	78.7 dB	2022-02-16 14:56:40	--- dB		--- dB	
$L_{S(min)}$	45.0 dB	2022-02-16 14:55:01	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		109.2 dB	2022-02-16 14:43:15

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	23	0:01:14.6

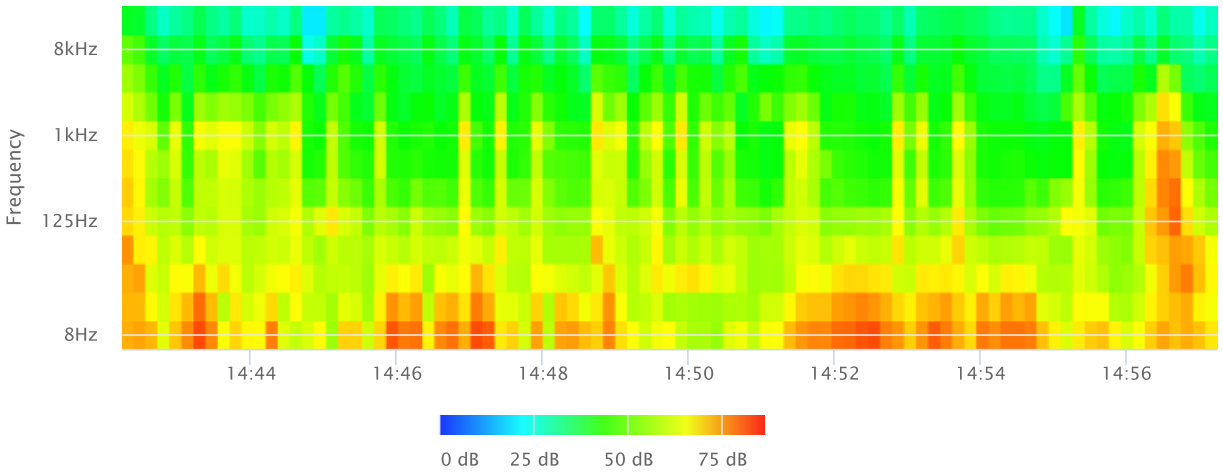
Statistics

LAS 2.0	73.4 dB
LAS 8.0	68.6 dB
LAS 25.0	59.3 dB
LAS 50.0	52.1 dB
LAS 66.6	50.1 dB
LAS 90.0	48.1 dB

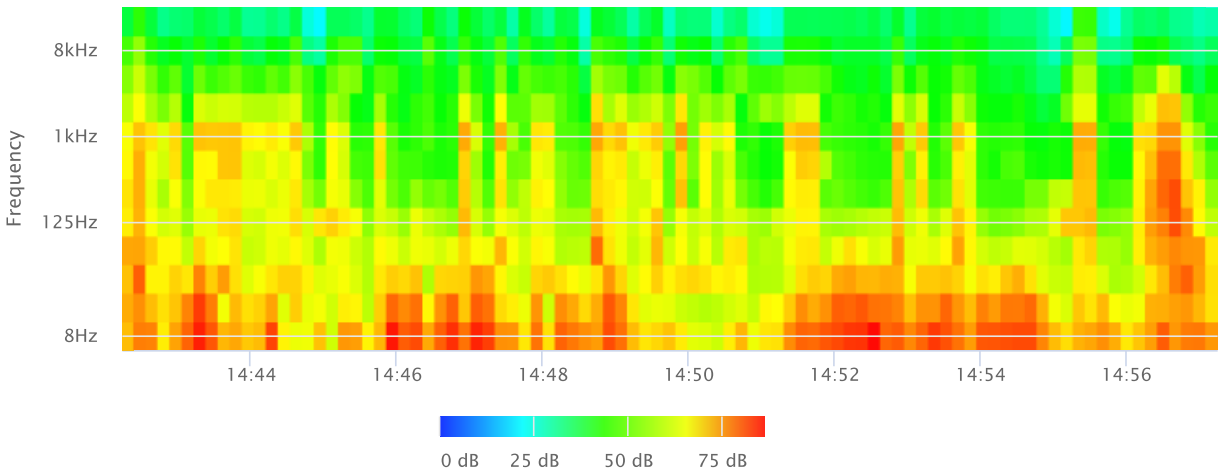
Time History



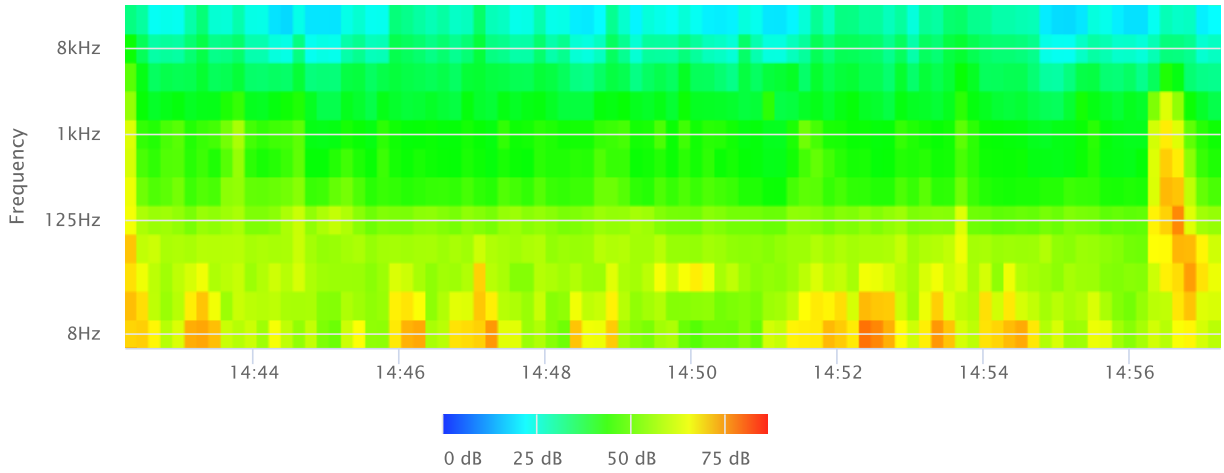
OBA 1/1 Leq



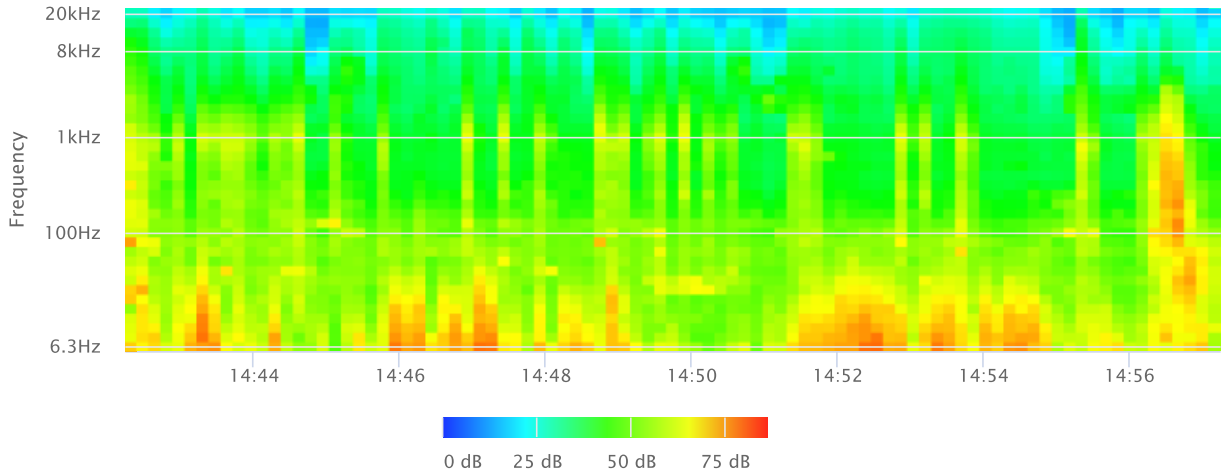
OBA 1/1 Lmax



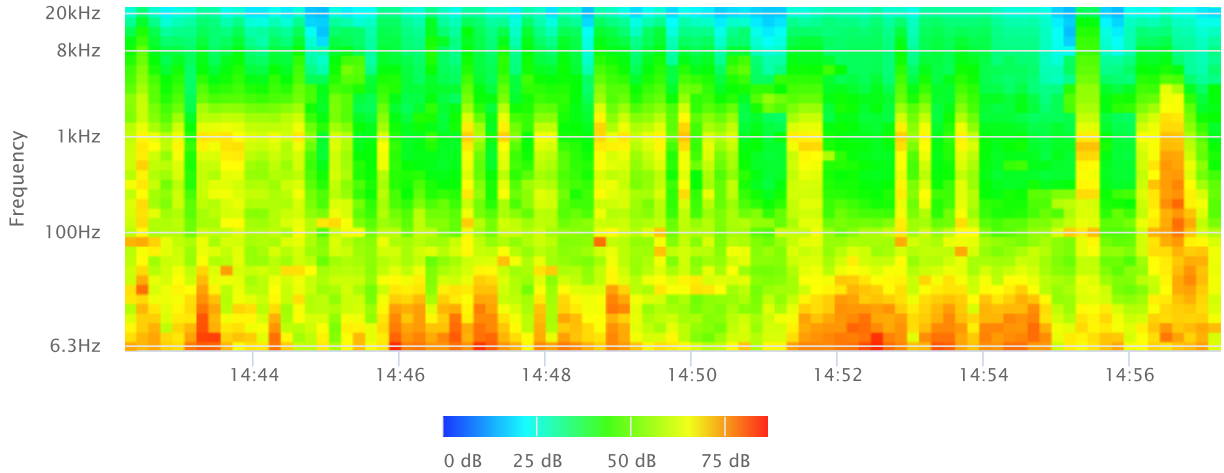
OBA 1/1 Lmin



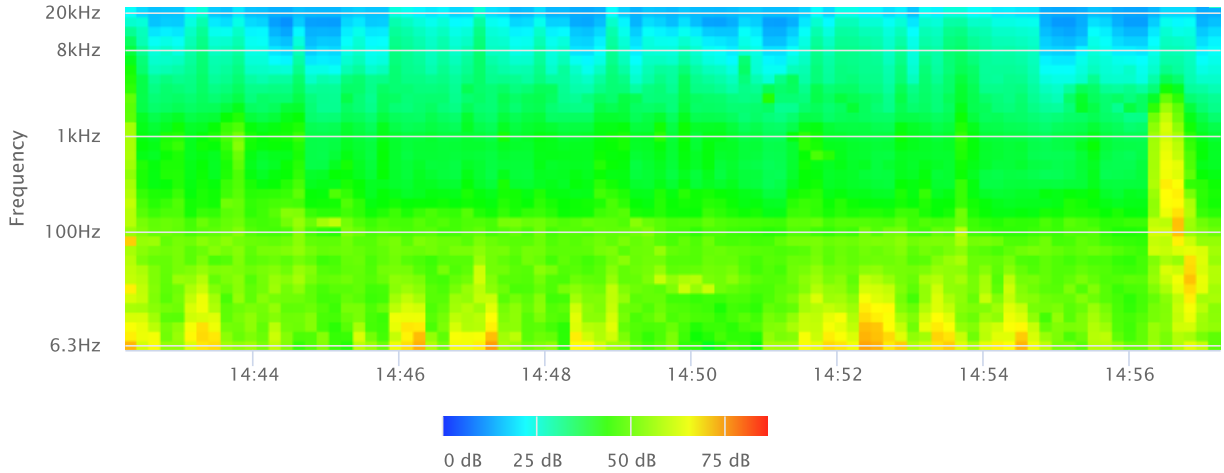
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin


20kHz
8kHz
1kHz
100Hz
6.3Hz
Frequency
14:44
14:46
14:48
14:50
14:52
14:54
14:56

0 dB
25 dB
50 dB
75 dB

Noise Measurement
Field Data

Project Name: Belmont Sultana Warehouse Project, City of Ontario **Date:** February 16, 2022

Project #: 19480

Noise Measurement #: STNM3 Run Time: 15 minutes (1 x 15 minutes) **Technician:** Ian Edward Gallagher

Nearest Address or Cross Street: 604 S Monterey Avenue, Ontario, CA 91761

Site Description (Type of Existing Land Use and any other notable features): Project Site: Vacant land w/ vegetation, bordered by Belmont St to north w/ steel fabricator storage further north, rail & Monterey Ave to east, lumber storage to SE (past rail & roadways), Phillips St to south, & Sultana Ave to west. Noise Measurement Site: Rail line to west w/ project site further west and Monterey Ave to east w/ single-family residential further east.

Weather: Clear skies, sunny. Sunset 5:36 PM. **Settings:** SLOW FAST

Temperature: 62 deg F **Wind:** 10 mph **Humidity:** 35% **Terrain:** Flat

Start Time: 3:14 PM **End Time:** 3:29 PM **Run Time:**

Leq: 59.5 dB

Lmax 75.1 dB

L2 71.0 dB

L8 62.1 dB

L25 54.4 dB

L50 51.4 dB

Primary Noise Source: Traffic noise from the 1 vehicle traveling along S Monterey Ave & 2 low altitude commercial jets passing overhead from Ontario Airport during measurement.

Secondary Noise Sources: Bird song, traffic ambiance from surrounding roads, residential ambiance. Air traffic noise from Ontario Airport (runway to ENE). Distant train horn.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CA 250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	CA 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2723
FACTORY CALIBRATION DATE:	11/17/2021	**FACTORY CALIBRATION DATE:**	11/18/2021
FIELD CALIBRATION DATE:	2/16/2022		

PHOTOS:

STNM3 looking E towards frontyard of residence, 604 S Monterey Avenue, Ontario.

STNM3 looking down railroad track towards crossing with E Phillips Street & S Monterey Avenue (towards lumber yard entrance). Microphone & meter located to the east of tracks, residence 604 S Monterey Ave, to east (left of picture).

Summary	
File Name on Meter	LxT_Data.049.s
File Name on PC	LxT_0003099-20220216 151446-LxT_Data.049.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.404
User	Ian Edward Gallagher
Location	STNM3 34° 3'4.47"N 117°38'37.40"W
Job Description	15 minute noise measurement (1 x 15 minutes)
Note	Ganddinin 19480 Belmont Sultana Warehouse Project, City of Ontario

Measurement	
Start	2022-02-16 15:14:46
Stop	2022-02-16 15:29:46
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2022-02-16 15:14:35
Post-Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	124.6 dB

Results			
LA_{eq}	59.5		
LAE	89.0		
EA	88.678	µPa²h	
EA8	2.838	mPa²h	
EA40	14.189	mPa²h	
$LZ_{peak\ (max)}$	2022-02-16 15:28:31	101.8	dB
LAS_{max}	2022-02-16 15:20:44	75.1	dB
LAS_{min}	2022-02-16 15:26:17	46.5	dB

			Statistics	
LC_{eq}	70.9	dB	**LA2.00**	71.0 dB
LA_{eq}	59.5	dB	**LA8.00**	62.1 dB
LC_{eq} - LA_{eq}	11.4	dB	**LA25.00**	54.4 dB
LAI_{eq}	62.5	dB	**LA50.00**	51.4 dB
LA_{eq}	59.5	dB	**LA66.60**	50.0 dB
LAI_{eq} - LA_{eq}	3.0	dB	**LA90.00**	48.4 dB
Overload Count	0			

Measurement Report

Report Summary

Meter's File Name	LxT_Data.049.s	Computer's File Name	LxT_0003099-20220216 151446-LxT_Data.049.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	STNM3 34° 3'4.47"N 117°38'37.40"W
Job Description	15 minute noise measurement (1 x 15 minutes)		
Note	Ganddinin 19480 Belmont Sultana Warehouse Project, City of Ontario		
Start Time	2022-02-16 15:14:46	Duration	0:15:00.0
End Time	2022-02-16 15:29:46	Run Time	0:15:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	59.5 dB		
LAE	89.0 dB	SEA	--- dB
EA	88.7 µPa²h	LAFTM5	64.1 dB
EA8	2.8 mPa²h		
EA40	14.2 mPa²h		
LZ_{peak}	101.8 dB	2022-02-16 15:28:31	
LAS_{max}	75.1 dB	2022-02-16 15:20:44	
LAS_{min}	46.5 dB	2022-02-16 15:26:17	
LA_{eq}	59.5 dB		
LC_{eq}	70.9 dB	LC_{eq} - LA_{eq}	11.4 dB
LAI_{eq}	62.5 dB	LAI_{eq} - LA_{eq}	3.0 dB

Exceedances

	Count	Duration
LAS > 65.0 dB	5	0:01:00.9
LAS > 85.0 dB	0	0:00:00.0
LZpeak > 135.0 dB	0	0:00:00.0
LZpeak > 137.0 dB	0	0:00:00.0
LZpeak > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	59.5 dB		70.9 dB		--- dB	
$L_{S(max)}$	75.1 dB	2022-02-16 15:20:44	--- dB		--- dB	
$L_{S(min)}$	46.5 dB	2022-02-16 15:26:17	--- dB		--- dB	
$L_{Peak(max)}$	--- dB		--- dB		101.8 dB	2022-02-16 15:28:31

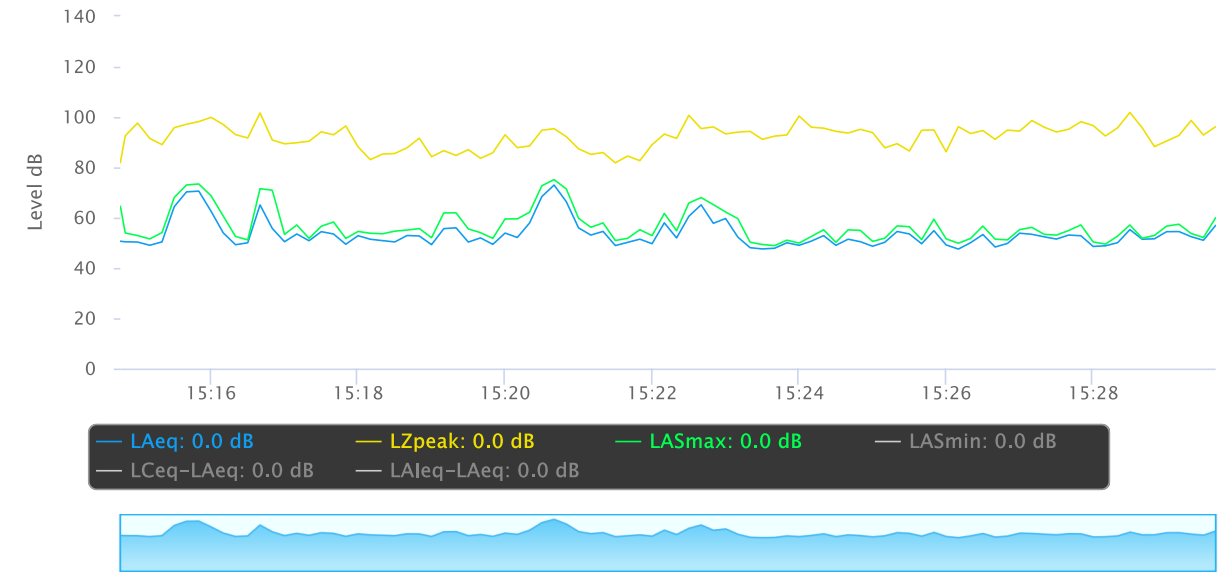
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	31	0:01:34.5

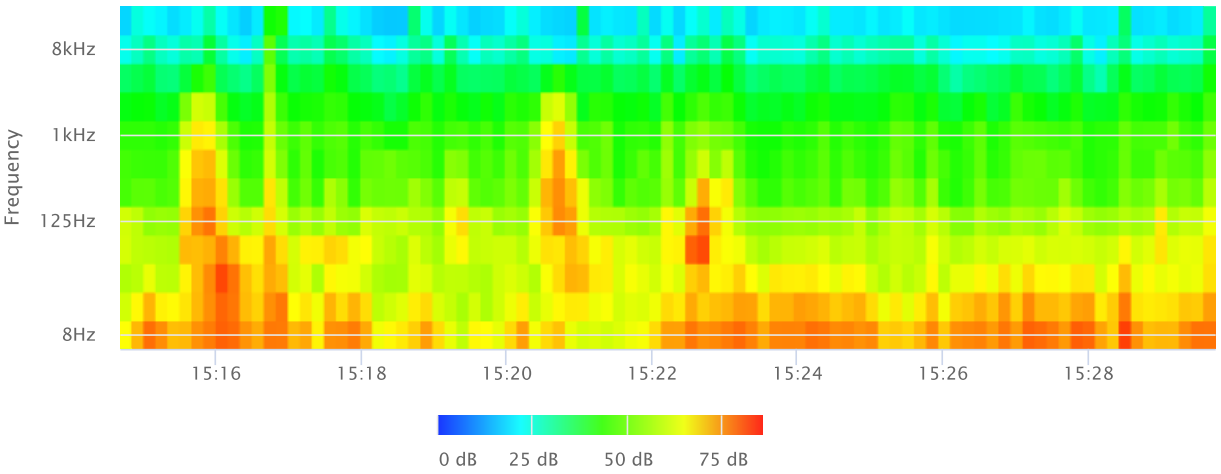
Statistics

LAS 2.0	71.0 dB
LAS 8.0	62.1 dB
LAS 25.0	54.4 dB
LAS 50.0	51.4 dB
LAS 66.6	50.0 dB
LAS 90.0	48.4 dB

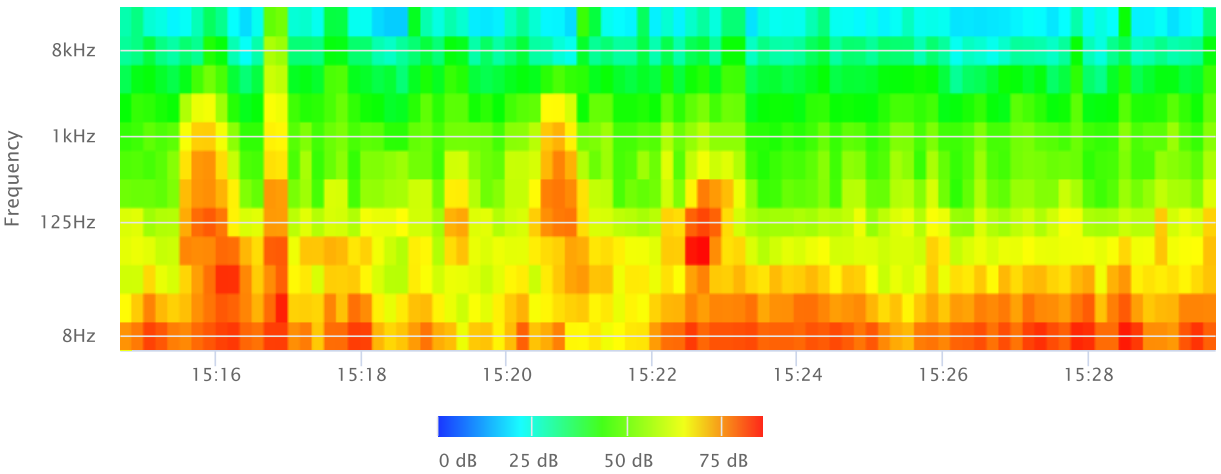
Time History



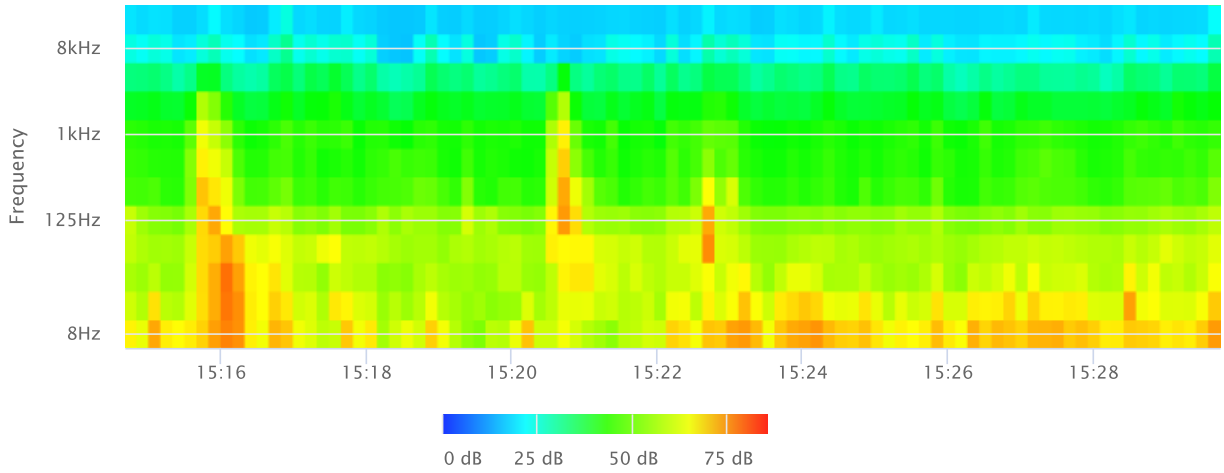
OBA 1/1 Leq



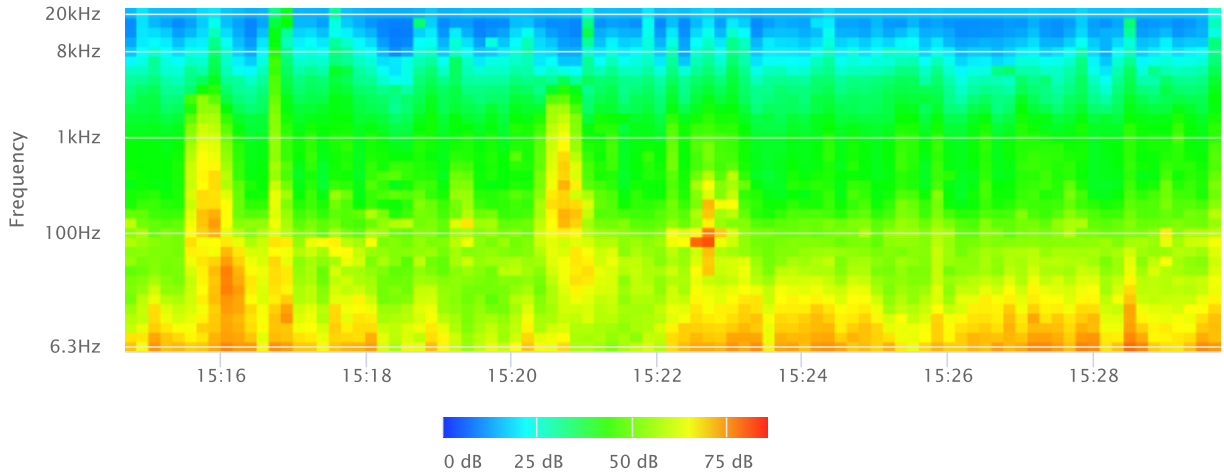
OBA 1/1 Lmax



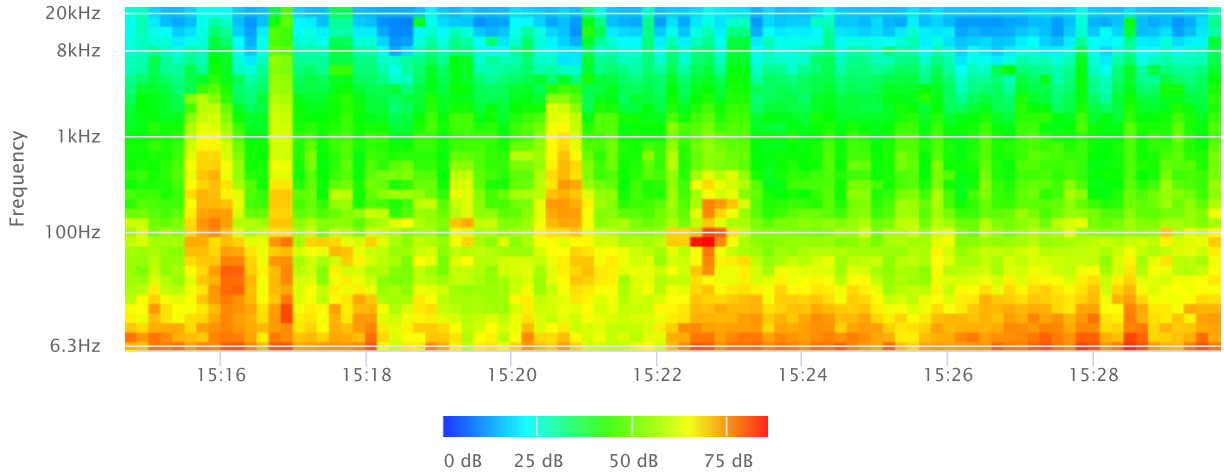
OBA 1/1 Lmin



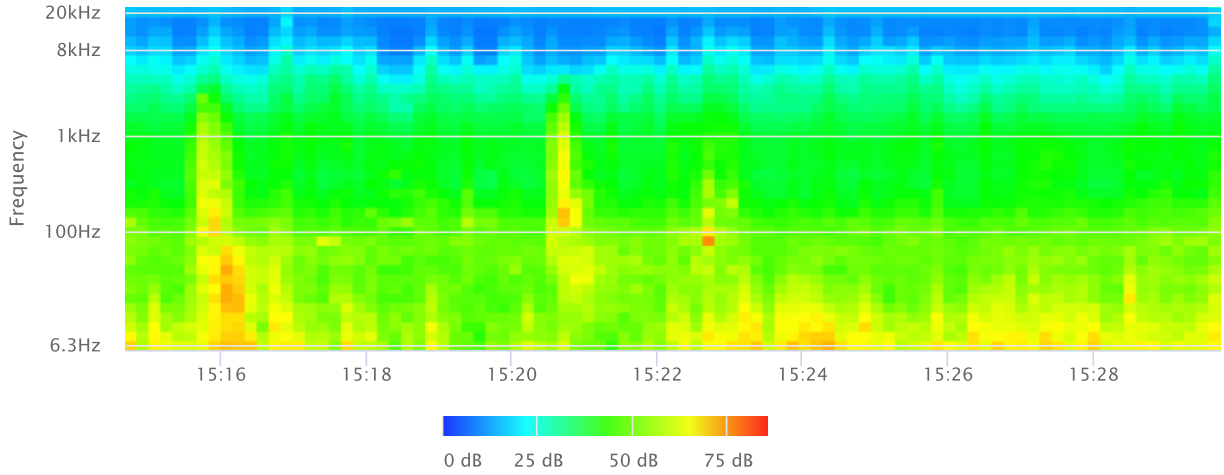
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin


20kHz
8kHz
1kHz
100Hz
6.3Hz
Frequency
15:16
15:18
15:20
15:22
15:24
15:26
15:28
0 dB
25 dB
50 dB
75 dB

Noise Measurement
Field Data

Project Name: Belmont Sultana Warehouse Project, City of Ontario **Date:** February 16-17 2022

Project #: 19480

Noise Measurement #: LTNM1 Run Time: 24 hours (24 x 1 hours) **Technician:** Ian Edward Gallagher

Nearest Address or Cross Street: S Monterey Avenue & Belmont Street

Site Description (Type of Existing Land Use and any other notable features): Project Site: Vacant land w/ vegetation, bordered by Belmont St to north w/ steel fabricator storage further north, rail & Monterey Ave to east, lumber storage to SE (past rail & roadways), Phillips St to south, & Sultana Ave to west. Noise Measurement Site: In central eastern portion of project site Belmont St to north, rail line to east, & Phillips St to south.

Weather: Clear skies, sunny by day. Sunset/rise 5:36 PM/ 6:34AM. **Settings:** SLOW FAST

Temperature: 48-70 deg F **Wind:** 2-12 mph **Humidity:** 35-50% **Terrain:** Flat

Start Time: 6:00 PM **End Time:** 6:00 PM **Run Time:**

Leq: 57.7 dB

Lmax 92.7 dB

L2 65.3 dB

L8 58.0 dB

L25 52.4 dB

L50 48.8 dB

Primary Noise Source: Traffic noise from the 48 vehicles traveling along S Sultana Avenue during 15 min noise measurement.

Secondary Noise Sources: Bird song, traffic ambiance from surrounding roads, residential ambiance. Air traffic noise from Ontario Airport (ruwnays to ENE). Distant train horn.

NOISE METER:	SoundTrack LXT Class 1	**CALIBRATOR:**	Larson Davis CA 250
MAKE:	Larson Davis	**MAKE:**	Larson Davis
MODEL:	LXT1	**MODEL:**	CA 250
SERIAL NUMBER:	3099	**SERIAL NUMBER:**	2723
FACTORY CALIBRATION DATE:	11/17/2021	**FACTORY CALIBRATION DATE:**	11/18/2021
FIELD CALIBRATION DATE:	2/16/2022		

PHOTOS:

LTNM1 looking E along fence line towards STNM3, residence 604 S Monterey Avenue directly ahead just past S Monterey Avenue & railroad track,

LTNM1 looking SE towards S Monterey Avenue & E Phillips Street intersection.

Summary	
File Name on Meter	LxT_Data.050.s
File Name on PC	LxT_0003099-20220216 180000-LxT_Data.050.ldbin
Serial Number	0003099
Model	SoundTrack LxT®
Firmware Version	2.404
User	Ian Edward Gallagher
Location	LTNM1 34° 3'4.18"N 117°38'39.62"W
Job Description	24 hour noise measurement (24 x 1 hours)
Note	Ganddini 19480 Belmont Sultana Warehouse Project, City of Ontario

Measurement	
Start	2022-02-16 18:00:00
Stop	2022-02-17 18:00:00
Duration	24:00:00.0
Run Time	24:00:00.0
Pause	00:00:00.0
Pre-Calibration	2022-02-16 17:21:22
Post-Calibration	None

Overall Settings	
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Normal
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	A Weighting
OBA Max Spectrum	Bin Max
Overload	125.1 dB

Results			
LA_{eq}	57.7		
LAE	107.1		
EA	5.640	mPa^2h	
EA8	1.880	mPa^2h	
EA40	9.400	mPa^2h	
$LA_{peak\ (max)}$	2022-02-17 17:25:25	113.0	dB
LAS_{max}	2022-02-17 10:41:48	92.7	dB
LAS_{min}	2022-02-17 10:03:46	36.8	dB

		Statistics	
LC_{eq}	75.9 dB	**LA2.00**	65.3 dB
LA_{eq}	57.7 dB	**LA8.00**	58.0 dB
LC_{eq} - LA_{eq}	18.3 dB	**LA25.00**	52.4 dB
LAI_{eq}	60.2 dB	**LA50.00**	48.8 dB
LA_{eq}	57.7 dB	**LA90.00**	44.3 dB
LAI_{eq} - LA_{eq}	2.5 dB	**LA99.00**	41.0 dB
Overload Count	0		

Record #	Date	Time	Run Duration	Run Time	Pause	LAeq	LASmin	LASmin Time	LASmax	LASmax Time	LAS2.00	LAS8.00	LAS25.00	LAS50.00	LAS90.00	LAS99.00
1	2022-02-16	18:00:00	01:00:00.0	01:00:00.0	00:00:00.0	54.8	43.5	18:14:41	73.7	18:55:12	63.7	55.4	51.2	48.7	46.2	44.7
2	2022-02-16	19:00:00	01:00:00.0	01:00:00.0	00:00:00.0	59.2	43.3	19:20:02	84.2	19:57:36	67.4	56.4	50.9	48.3	45.4	44.2
3	2022-02-16	20:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.7	43.8	20:35:47	82.1	20:50:52	71.6	64.7	55.2	48.9	45.7	44.4
4	2022-02-16	21:00:00	01:00:00.0	01:00:00.0	00:00:00.0	61.2	43.1	21:47:16	79.9	21:02:09	72.5	66.7	51.8	47.9	45.0	43.8
5	2022-02-16	22:00:00	01:00:00.0	01:00:00.0	00:00:00.0	51.9	42.5	22:25:48	69.9	22:42:28	61.0	54.1	49.5	47.6	44.9	43.6
6	2022-02-16	23:00:00	01:00:00.0	01:00:00.0	00:00:00.0	54.3	41.4	23:13:09	75.9	23:06:38	65.2	55.6	50.0	46.6	43.8	42.4
7	2022-02-17	00:00:00	01:00:00.0	01:00:00.0	00:00:00.0	48.8	42.1	00:01:28	71.3	00:14:32	56.3	50.3	47.7	45.9	44.0	42.9
8	2022-02-17	01:00:00	01:00:00.0	01:00:00.0	00:00:00.0	50.2	44.4	01:11:52	70.5	01:03:07	57.0	52.7	48.8	47.7	46.0	45.0
9	ty of Ontario	02:00:00	01:00:00.0	01:00:00.0	00:00:00.0	56.8	45.6	02:49:32	79.5	02:26:14	65.6	60.3	55.0	52.0	48.5	46.5
10	2022-02-17	03:00:00	01:00:00.0	01:00:00.0	00:00:00.0	50.9	39.3	03:38:14	70.3	03:15:37	58.6	53.5	50.8	46.9	41.7	40.2
11	2022-02-17	04:00:00	01:00:00.0	01:00:00.0	00:00:00.0	58.8	45.4	04:53:26	77.3	04:32:04	68.3	62.8	56.9	52.9	48.4	46.2
12	2022-02-17	05:00:00	01:00:00.0	01:00:00.0	00:00:00.0	56.9	45.4	05:39:31	73.6	05:03:10	65.6	61.1	55.9	52.5	48.2	46.6
13	2022-02-17	06:00:00	01:00:00.0	01:00:00.0	00:00:00.0	57.3	46.7	06:16:59	81.2	06:30:29	65.6	60.1	55.3	52.7	49.7	48.1
14	2022-02-17	07:00:00	01:00:00.0	01:00:00.0	00:00:00.0	55.9	46.9	07:06:38	71.7	07:53:39	62.4	59.5	56.2	54.1	50.6	48.3
15	2022-02-17	08:00:00	01:00:00.0	01:00:00.0	00:00:00.0	53.8	43.5	08:58:15	67.8	08:43:24	61.3	57.4	53.8	51.3	47.7	44.8
16	2022-02-17	09:00:00	01:00:00.0	01:00:00.0	00:00:00.0	50.8	36.8	09:54:39	67.7	09:56:45	59.9	53.1	50.0	47.6	41.6	38.7
17	2022-02-17	10:00:00	01:00:00.0	01:00:00.0	00:00:00.0	66.0	36.8	10:03:46	92.7	10:41:48	67.8	60.5	51.7	47.1	42.3	38.8
18	2022-02-17	11:00:00	01:00:00.0	01:00:00.0	00:00:00.0	60.2	40.0	11:22:08	90.6	11:09:38	62.5	54.1	49.5	46.9	43.0	41.3
19	2022-02-17	12:00:00	01:00:00.0	01:00:00.0	00:00:00.0	51.1	39.8	12:09:50	68.8	12:20:44	60.6	54.2	49.2	46.5	43.1	41.0
20	2022-02-17	13:00:00	01:00:00.0	01:00:00.0	00:00:00.0	51.1	38.6	13:20:44	70.2	13:33:26	60.9	54.0	48.9	46.1	42.5	40.4
21	2022-02-17	14:00:00	01:00:00.0	01:00:00.0	00:00:00.0	51.1	38.6	14:11:36	72.7	14:55:32	59.3	53.5	50.1	46.9	43.2	40.7
22	2022-02-17	15:00:00	01:00:00.0	01:00:00.0	00:00:00.0	54.5	39.4	15:07:57	72.5	15:52:43	64.8	57.5	51.2	47.9	43.3	40.7
23	2022-02-17	16:00:00	01:00:00.0	01:00:00.0	00:00:00.0	55.7	40.0	16:07:52	75.6	16:10:55	66.6	56.7	51.4	48.3	44.4	41.6
24	2022-02-17	17:00:00	01:00:00.0	01:00:00.0	00:00:00.0	56.1	41.9	17:34:02	81.0	17:25:25	65.7	58.3	52.1	48.9	45.2	43.4

Measurement Report

Report Summary

Meter's File Name	LxT_Data.050.s	Computer's File Name	LxT_0003099-20220216 180000-LxT_Data.050.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	LTNM1 34° 3'4.18"N 117°38'39.62"W
Job Description	24 hour noise measurement (24 x 1 hours)		
Note	Ganddini 19480 Belmont Sultana warehoiuse Project, City of Ontario		
Start Time	2022-02-16 18:00:00	Duration	24:00:00.0
End Time	2022-02-17 18:00:00	Run Time	24:00:00.0
Pause Time	0:00:00.0		

Results

Overall Metrics

LA_{eq}	57.7 dB		
LAE	107.1 dB	SEA	--- dB
EA	5.6 mPa²h	LAFTM5	62.3 dB
EA8	1.9 mPa²h		
EA40	9.4 mPa²h		
LA_{peak}	113.0 dB	2022-02-17 17:25:25	
LAS_{max}	92.7 dB	2022-02-17 10:41:48	
LAS_{min}	36.8 dB	2022-02-17 10:03:46	
LA_{eq}	57.7 dB		
LC_{eq}	75.9 dB	LC_{eq} - LA_{eq}	18.3 dB
LAI_{eq}	60.2 dB	LAI_{eq} - LA_{eq}	2.5 dB

Exceedances	Count	Duration
LAS > 65.0 dB	309	0:38:22.1
LAS > 85.0 dB	2	0:00:16.6
LApeak > 135.0 dB	0	0:00:00.0
LApeak > 137.0 dB	0	0:00:00.0
LApeak > 140.0 dB	0	0:00:00.0

Community Noise	LDN	LDay	LNight
	--- dB	--- dB	0.0 dB

	LDEN	LDay	LEve	LNight
	--- dB	--- dB	--- dB	--- dB

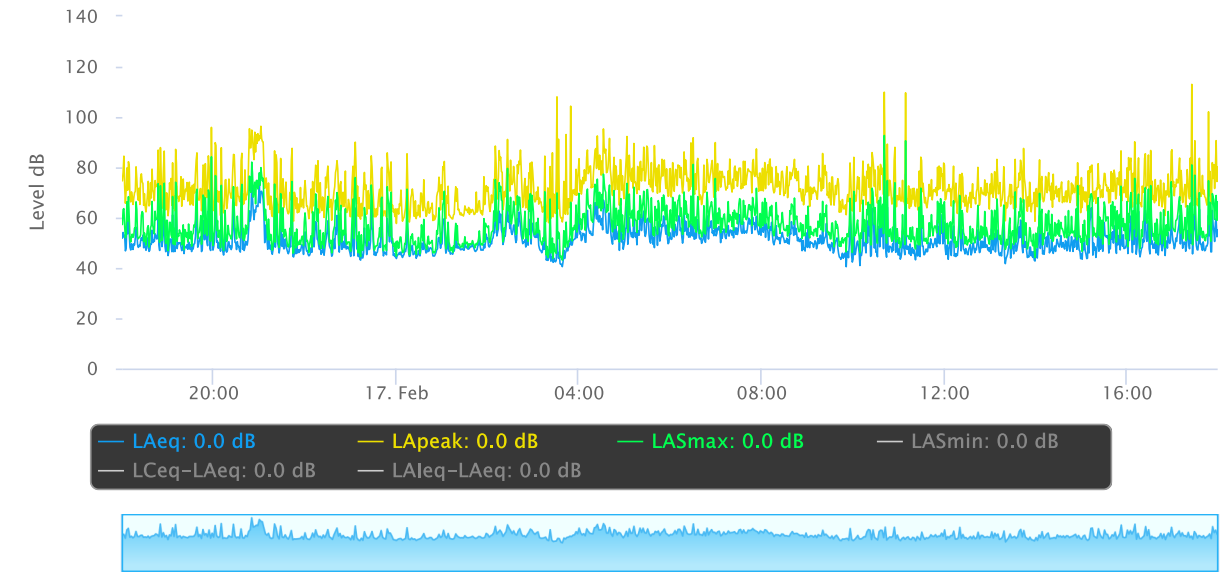
Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	57.7 dB		75.9 dB		--- dB	
$L_{S(max)}$	92.7 dB	2022-02-17 10:41:48	--- dB		--- dB	
$L_{S(min)}$	36.8 dB	2022-02-17 10:03:46	--- dB		--- dB	
$L_{Peak(max)}$	113.0 dB	2022-02-17 17:25:25	--- dB		--- dB	

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

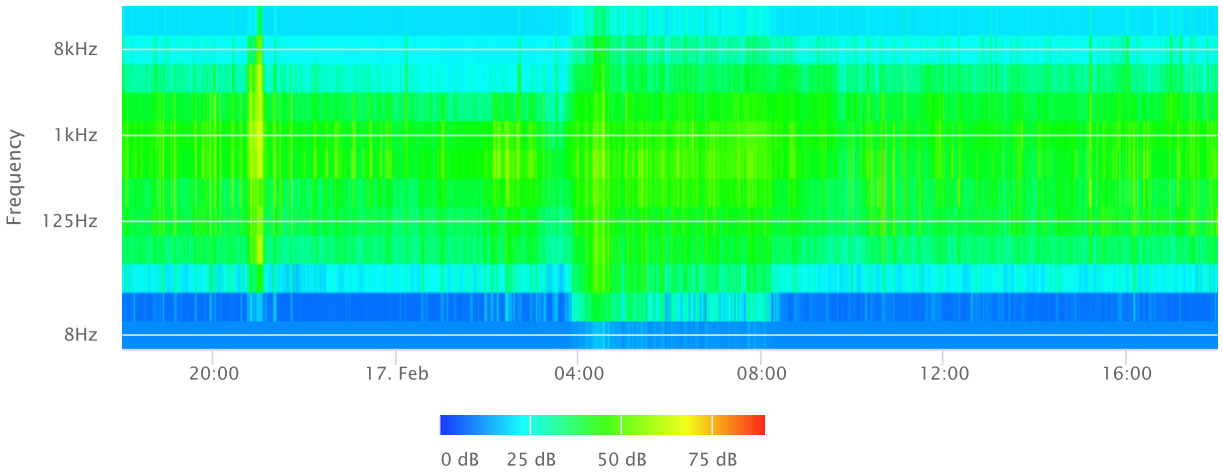
Statistics

LAS 2.0	65.3 dB
LAS 8.0	58.0 dB
LAS 25.0	52.4 dB
LAS 50.0	48.8 dB
LAS 90.0	44.3 dB
LAS 99.0	41.0 dB

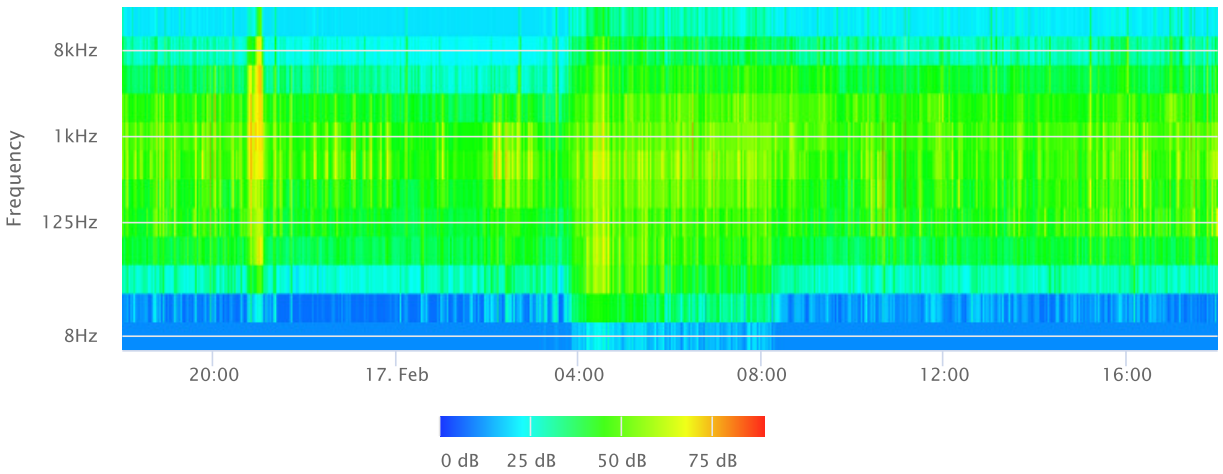
Time History



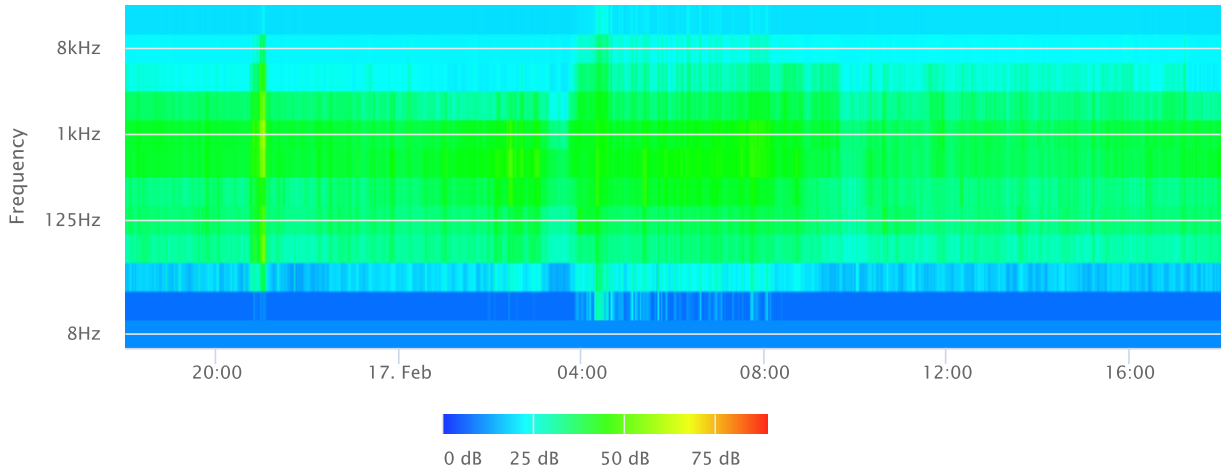
OBA 1/1 Leq



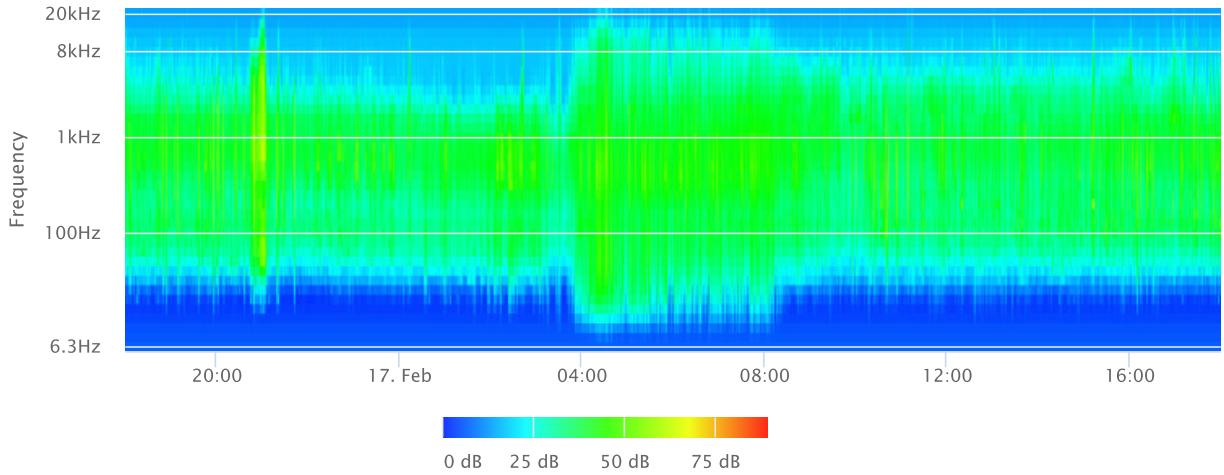
OBA 1/1 Lmax



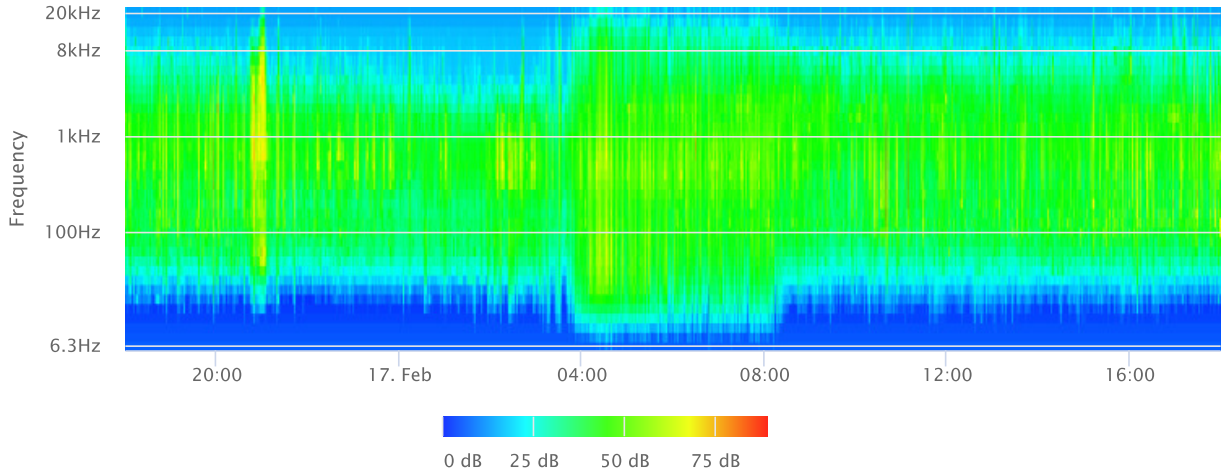
OBA 1/1 Lmin



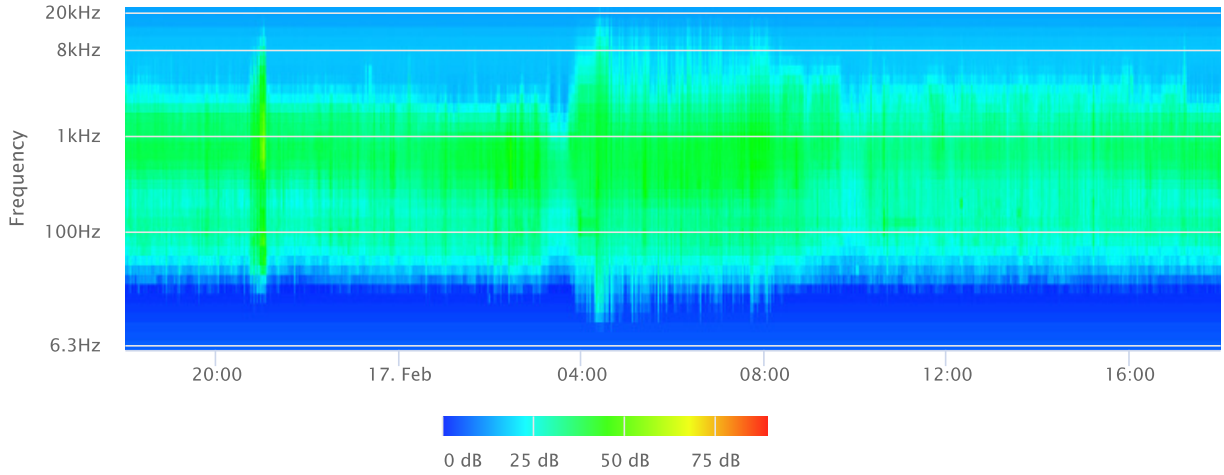
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin


20kHz
8kHz
1kHz
100Hz
6.3Hz
Frequency
20:00
17. Feb
04:00
08:00
12:00
16:00
0 dB
25 dB
50 dB
75 dB

APPENDIX D

CONSTRUCTION NOISE MODELING

Receptor - Residential to Northwest

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	399	40	0.40	-18.0	-4.0	67.0	63.0
Rubber Tired Dozers	1	82	399	40	0.40	-18.0	-4.0	64.0	60.0
Tractors/Loaders/Backhoes	2	84	399	40	0.80	-18.0	-1.0	66.0	65.0
							Log Sum	70.6	67.9
Building Construction									
Cranes	1	81	399	16	0.16	-18.0	-8.0	63.0	55.0
Forklifts [2]	2	48	399	40	0.80	-18.0	-1.0	30.0	29.0
Generator Sets	1	81	399	50	0.50	-18.0	-3.0	63.0	59.9
Welders	3	74	399	40	1.20	-18.0	0.8	56.0	56.8
Tractors/Loaders/Backhoes	2	84	399	40	0.80	-18.0	-1.0	66.0	65.0
							Log Sum	69.2	66.9
Paving									
Cement and Mortar Mixer	1	79	399	50	0.5	-18.0	-3.0	61.0	57.9
Pavers	1	77	399	50	0.50	-18.0	-3.0	59.0	55.9
Paving Equipment	1	85	399	20	0.20	-18.0	-7.0	67.0	60.0
Tractors/Loaders/Backhoes	1	84	399	40	0.40	-18.0	-4.0	66.0	62.0
Rollers	2	80	399	20	0.40	-18.0	-4.0	62.0	58.0
							Log Sum	68.6	66.2
Architectural Coating									
Air Compressors	1	78	399	40	0.40	-18.0	-4.0	60.0	56.0
							Log Sum	60.0	56.0

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

Receptor - Residential to West

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	365	40	0.40	-17.3	-4.0	67.7	63.8
Rubber Tired Dozers	1	82	365	40	0.40	-17.3	-4.0	64.7	60.8
Tractors/Loaders/Backhoes	2	84	365	40	0.80	-17.3	-1.0	66.7	65.8
							Log Sum	71.3	68.7
Building Construction									
Cranes	1	81	365	16	0.16	-17.3	-8.0	63.7	55.8
Forklifts [2]	2	48	365	40	0.80	-17.3	-1.0	30.7	29.8
Generator Sets	1	81	365	50	0.50	-17.3	-3.0	63.7	60.7
Welders	3	74	365	40	1.20	-17.3	0.8	56.7	57.5
Tractors/Loaders/Backhoes	2	84	365	40	0.80	-17.3	-1.0	66.7	65.8
							Log Sum	70.0	67.7
Paving									
Cement and Mortar Mixer	1	79	365	50	0.5	-17.3	-3.0	61.7	58.7
Pavers	1	77	365	50	0.50	-17.3	-3.0	59.7	56.7
Paving Equipment	1	85	365	20	0.20	-17.3	-7.0	67.7	60.7
Tractors/Loaders/Backhoes	1	84	365	40	0.40	-17.3	-4.0	66.7	62.8
Rollers	2	80	365	20	0.40	-17.3	-4.0	62.7	58.8
							Log Sum	69.4	67.0
Architectural Coating									
Air Compressors	1	78	365	40	0.40	-17.3	-4.0	60.7	56.8
							Log Sum	60.7	56.8

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

Receptor - Residential to Southwest

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	402	40	0.40	-18.1	-4.0	66.9	62.9
Rubber Tired Dozers	1	82	402	40	0.40	-18.1	-4.0	63.9	59.9
Tractors/Loaders/Backhoes	2	84	402	40	0.80	-18.1	-1.0	65.9	64.9
							Log Sum	70.5	67.8
Building Construction									
Cranes	1	81	402	16	0.16	-18.1	-8.0	62.9	54.9
Forklifts [2]	2	48	402	40	0.80	-18.1	-1.0	29.9	28.9
Generator Sets	1	81	402	50	0.50	-18.1	-3.0	62.9	59.9
Welders	3	74	402	40	1.20	-18.1	0.8	55.9	56.7
Tractors/Loaders/Backhoes	2	84	402	40	0.80	-18.1	-1.0	65.9	64.9
							Log Sum	69.1	66.9
Paving									
Cement and Mortar Mixer	1	79	402	50	0.5	-18.1	-3.0	60.9	57.9
Pavers	1	77	402	50	0.50	-18.1	-3.0	58.9	55.9
Paving Equipment	1	85	402	20	0.20	-18.1	-7.0	66.9	59.9
Tractors/Loaders/Backhoes	1	84	402	40	0.40	-18.1	-4.0	65.9	61.9
Rollers	2	80	402	20	0.40	-18.1	-4.0	61.9	57.9
							Log Sum	68.6	66.2
Architectural Coating									
Air Compressors	1	78	402	40	0.40	-18.1	-4.0	59.9	55.9
							Log Sum	59.9	55.9

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

Receptor - Residential to South

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	148	40	0.40	-9.4	-4.0	75.6	71.6
Rubber Tired Dozers	1	82	148	40	0.40	-9.4	-4.0	72.6	68.6
Tractors/Loaders/Backhoes	2	84	148	40	0.80	-9.4	-1.0	74.6	73.6
							Log Sum	79.2	76.5
Building Construction									
Cranes	1	81	148	16	0.16	-9.4	-8.0	71.6	63.6
Forklifts [2]	2	48	148	40	0.80	-9.4	-1.0	38.6	37.6
Generator Sets	1	81	148	50	0.50	-9.4	-3.0	71.6	68.6
Welders	3	74	148	40	1.20	-9.4	0.8	64.6	65.4
Tractors/Loaders/Backhoes	2	84	148	40	0.80	-9.4	-1.0	74.6	73.6
							Log Sum	77.8	75.5
Paving									
Cement and Mortar Mixer	1	79	148	50	0.5	-9.4	-3.0	69.6	66.6
Pavers	1	77	148	50	0.50	-9.4	-3.0	67.6	64.6
Paving Equipment	1	85	148	20	0.20	-9.4	-7.0	75.6	68.6
Tractors/Loaders/Backhoes	1	84	148	40	0.40	-9.4	-4.0	74.6	70.6
Rollers	2	80	148	20	0.40	-9.4	-4.0	70.6	66.6
							Log Sum	77.3	74.9
Architectural Coating									
Air Compressors	1	78	148	40	0.40	-9.4	-4.0	68.6	64.6
							Log Sum	68.6	64.6

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

Receptor - Residential to East

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	401	40	0.40	-18.1	-4.0	66.9	62.9
Rubber Tired Dozers	1	82	401	40	0.40	-18.1	-4.0	63.9	59.9
Tractors/Loaders/Backhoes	2	84	401	40	0.80	-18.1	-1.0	65.9	64.9
							Log Sum	70.5	67.8
Building Construction									
Cranes	1	81	401	16	0.16	-18.1	-8.0	62.9	55.0
Forklifts [2]	2	48	401	40	0.80	-18.1	-1.0	29.9	28.9
Generator Sets	1	81	401	50	0.50	-18.1	-3.0	62.9	59.9
Welders	3	74	401	40	1.20	-18.1	0.8	55.9	56.7
Tractors/Loaders/Backhoes	2	84	401	40	0.80	-18.1	-1.0	65.9	64.9
							Log Sum	69.1	66.9
Paving									
Cement and Mortar Mixer	1	79	401	50	0.5	-18.1	-3.0	60.9	57.9
Pavers	1	77	401	50	0.50	-18.1	-3.0	58.9	55.9
Paving Equipment	1	85	401	20	0.20	-18.1	-7.0	66.9	59.9
Tractors/Loaders/Backhoes	1	84	401	40	0.40	-18.1	-4.0	65.9	61.9
Rollers	2	80	401	20	0.40	-18.1	-4.0	61.9	57.9
							Log Sum	68.6	66.2
Architectural Coating									
Air Compressors	1	78	401	40	0.40	-18.1	-4.0	59.9	55.9
							Log Sum	59.9	55.9

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

Receptor - Residential to Northeast

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Distance to Receptor[3]	Item Usage Percent	Usage Factor	Dist. Correction dB	Usage Adj. dB	Receptor Item Lmax, dBA	Receptor Item Leq, dBA
Grading									
Grader	1	85	439	40	0.40	-18.9	-4.0	66.1	62.2
Rubber Tired Dozers	1	82	439	40	0.40	-18.9	-4.0	63.1	59.2
Tractors/Loaders/Backhoes	2	84	439	40	0.80	-18.9	-1.0	65.1	64.2
							Log Sum	69.7	67.1
Building Construction									
Cranes	1	81	439	16	0.16	-18.9	-8.0	62.1	54.2
Forklifts [2]	2	48	439	40	0.80	-18.9	-1.0	29.1	28.2
Generator Sets	1	81	439	50	0.50	-18.9	-3.0	62.1	59.1
Welders	3	74	439	40	1.20	-18.9	0.8	55.1	55.9
Tractors/Loaders/Backhoes	2	84	439	40	0.80	-18.9	-1.0	65.1	64.2
							Log Sum	68.4	66.1
Paving									
Cement and Mortar Mixer	1	79	439	50	0.5	-18.9	-3.0	60.1	57.1
Pavers	1	77	439	50	0.50	-18.9	-3.0	58.1	55.1
Paving Equipment	1	85	439	20	0.20	-18.9	-7.0	66.1	59.1
Tractors/Loaders/Backhoes	1	84	439	40	0.40	-18.9	-4.0	65.1	61.2
Rollers	2	80	439	20	0.40	-18.9	-4.0	61.1	57.2
							Log Sum	67.8	65.4
Architectural Coating									
Air Compressors	1	78	439	40	0.40	-18.9	-4.0	59.1	55.2
							Log Sum	59.1	55.2

Notes:

(1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2006) (https://www.nrc.gov/docs/ML1805/ML18059A141.pdf)

(2) Source: SoundPLAN reference list.

(3) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

APPENDIX E

PROJECT GENERATED TRIPS FHWA WORKSHEETS

FHWA Traffic Noise Prediction Model FHWA-RD-77-108

Existing Traffic Noise

Project: **19480 Belmont Sultana Warehouse Project**

Road: **Belmont Street**

Segment: **In Vicinity of Project Site**

	DAYTIME			EVENING			NIGHTTIME			ADT	5840.00
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	SPEED	25.00
										DISTANCE	30.00
INPUT PARAMETERS											
Vehicles per hour	358.16	4.38	1.70	264.69	0.78	0.78	66.30	5.84	2.27	% A	97.4
Speed in MPH	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00		
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00		
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	% MT	1.84
NOISE CALCULATIONS											
Reference levels	59.44	71.09	77.24	59.44	71.09	77.24	59.44	71.09	77.24	% HT	0.74
ADJUSTMENTS											
Flow	21.26	2.13	-1.97	19.94	-5.38	-5.37	13.93	3.38	-0.72		
Distance	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	LEFT	-90.00
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	RIGHT	90.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	CNEL	63.98
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	DAY LEQ	59.50
LEQ	57.84	50.36	52.42	56.53	42.86	49.02	50.52	51.61	53.67	Day hour	89.00
										Absorbtive?	no
	DAY LEQ	59.50		EVENING LEQ	57.40		NIGHT LEQ	56.90		Use hour?	no
										GRADE dB	0.00
		CNEL	**63.98**								

FHWA Traffic Noise Prediction Model FHWA-RD-77-108

Existing Plus Project Traffic Noise

Project: **19480 Belmont Sultana Warehouse Project**

Road: **Belmont Street**

Segment: **In Vicinity of Project Site**

	DAYTIME			EVENING			NIGHTTIME			ADT	5943.00
	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	AUTOS	M.TRUCKS	H.TRUCKS	SPEED	25.00
										DISTANCE	30.00
INPUT PARAMETERS											
Vehicles per hour	362.39	4.91	2.61	267.81	0.87	1.19	67.08	6.54	3.48	% A	96.84
Speed in MPH	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00		
Left angle	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00	-90.00		
Right angle	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	90.00	% MT	2.03
NOISE CALCULATIONS											
Reference levels	59.44	71.09	77.24	59.44	71.09	77.24	59.44	71.09	77.24	% HT	1.11
ADJUSTMENTS											
Flow	21.31	2.62	-0.12	19.99	-4.88	-3.52	13.98	3.87	1.13		
Distance	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	LEFT	-90.00
Finite Roadway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	RIGHT	90.00
Barrier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	CNEL	64.93
Constant	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	-25.00	DAY LEQ	60.02
LEQ	57.89	50.86	54.27	56.58	43.35	50.87	50.57	52.11	55.52	Day hour	89.00
										Absorbtive?	no
	DAY LEQ	60.02		EVENING LEQ	57.77		NIGHT LEQ	58.01		Use hour?	no
										GRADE dB	0.00
		CNEL	**64.93**								

APPENDIX F

SOUNDPLAN WORKSHEETS

Receiver list

No.	Receiver name	Building side	Floor	Limit Day dB(A)	Level w/o NP Day dB(A)	Level w NP Day dB(A)	Difference Day dB	Conflict Day dB
1	1	-	EG	-	47.6	38.7	-9.0	-
2	2	-	EG	-	48.6	39.7	-8.9	-
3	3	-	EG	-	34.2	34.3	0.1	-
4	4	-	EG	-	37.4	37.4	0.0	-
5	5	-	EG	-	33.4	33.6	0.2	-
6	6	-	EG	-	45.4	41.5	-3.9	-

GANDDINI GROUP, INC. 550 Parkcenter Drive, Suite 202 Santa Ana CA 92705 USA

Contribution levels of the receivers

Source name		Level w/o NP Day dB(A)	Level w NP Day dB(A)
1	EG	47.6	38.7
1		1.4	0.6
2		-7.8	-8.3
3		-5.2	-6.6
4		32.7	21.0
HVAC1		-15.9	-15.9
HVAC2		-15.9	-15.9
Loading Area1		47.5	38.6
2	EG	48.6	39.7
1		16.6	16.6
2		-4.1	-4.3
3		12.4	12.4
4		27.4	20.1
HVAC1		-9.4	-9.4
HVAC2		-15.2	-15.2
Loading Area1		48.5	39.6
3	EG	34.2	34.3
1		32.5	32.5
2		21.9	21.9
3		28.1	28.1
4		14.0	11.7
HVAC1		-3.5	-3.5
HVAC2		-11.2	-11.2
Loading Area1		16.0	19.4
4	EG	37.4	37.4
1		36.5	36.5
2		26.4	26.4
3		28.1	28.1
4		-0.7	-0.3
HVAC1		-1.7	-1.7
HVAC2		-1.6	-1.6
Loading Area1		12.7	12.7
5	EG	33.4	33.6
1		32.0	32.0
2		25.4	25.4
3		23.3	23.3
4		4.2	4.3
HVAC1		-3.2	-3.2
HVAC2		-1.3	-1.3
Loading Area1		17.6	22.3
6	EG	45.4	41.5
1		4.5	4.5
2		-1.8	-1.8
3		-7.4	-7.7
4		27.4	19.0
HVAC1		-15.7	-15.7
HVAC2		-9.3	-9.3
Loading Area1		45.4	41.5

Spectra of the receivers

No.	Name	Floor	Time slice	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz
1	1	EG	Day	-34.6	14.9	23.0	26.0	31.0	33.1	33.6	30.0	20.7	-26.4
2	2	EG	Day	-31.1	16.0	23.6	26.3	31.5	34.3	34.8	31.4	22.8	-36.5
3	3	EG	Day	-24.8	20.4	30.0	18.5	22.3	26.0	27.5	24.8	15.2	-6.8
4	4	EG	Day	-25.9	23.5	33.2	21.8	25.8	29.3	30.8	27.4	18.6	-2.4
5	5	EG	Day	-26.0	19.5	29.4	17.0	20.7	25.3	27.7	23.8	13.0	-12.5
6	6	EG	Day	-34.0	15.1	23.0	24.9	30.3	35.6	37.1	35.2	27.1	-39.9

Noise emissions of industry sources

Source name	Reference	Level	Frequency spectrum [dB(A)]										Corrections		
		Day	31	63	125	250	500	1	2	4	8	16	Cwall	CI	CT
		dB(A)	Hz	Hz	Hz	Hz	Hz	kHz	kHz	kHz	kHz	kHz	dB	dB	dB
HVAC1	Lw/unit	-	20.0	24.0	37.0	42.0	36.0	47.0	49.0	48.0	50.0	50.0	-	-	-
HVAC2	Lw/unit	-	20.0	24.0	37.0	42.0	36.0	47.0	49.0	48.0	50.0	50.0	-	-	-
Loading Area1	Lw/m²	-	-	33.0	43.0	50.1	56.1	59.0	60.0	60.1	58.0	-	-	-	-

Noise emissions of parking lot traffic

Name	Parking lot type	Size	Movements per hour Day	Road surface	Separated method	Lw,ref dB(A)
1	Visitors and staff	19 Parking bays	0.300	Asphaltic driving lanes	no	78.3
2	Visitors and staff	6 Parking bays	0.300	Asphaltic driving lanes	no	70.8
3	Visitors and staff	7 Parking bays	0.300	Asphaltic driving lanes	no	71.5
4	Visitors and staff	12 Parking bays	0.300	Asphaltic driving lanes	no	75.0

APPENDIX G

VIBRATION WORKSHEETS

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Single - Family Residential to south		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	66.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.049	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Single - Family Residential to south		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	66.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.021	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Single - Family Residential to west		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	75.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.040	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Single - Family Residential to west		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	75.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.017	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Single - Family Residential to northwest		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	114.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.022	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Single - Family Residential to northwest		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	114.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.009	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Single - Family Residential to east		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	90.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.031	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Single - Family Residential to east		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	90.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.013	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Vibratory Roller		
Scenario:	Unmitigated		
Location:	Commercial/Industrial to north		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment = Type	1	Vibratory Roller	INPUT SECTION IN GREEN
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	125.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.019	IN/SEC	OUTPUT IN BLUE

GROUNDBORNE VIBRATION ANALYSIS			
Project:	19480 Belmont Sultana Warehouse Project		Date: 1/31/22
Source:	Large Bulldozer		
Scenario:	Unmitigated		
Location:	Commercial/Industrial to north		
Address:			
PPV = PPVref(25/D)^n (in/sec)			
INPUT			
Equipment Type	2	Large Bulldozer	INPUT SECTION IN GREEN
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	125.00	Distance from Equipment to Receiver (ft)	
n =	1.50	Vibration attenuation rate through the ground	
Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.			
RESULTS			
PPV =	0.008	IN/SEC	OUTPUT IN BLUE

Construction Annoyance Vibration Calculations

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (September 2018).

Eq. 7-3: $Lvdistance = Lvref - 30\log(D/25)$

Lvdistance = the rms velocity level adjsuted for distance, VdB
Lvref = the source reference vibration level at 25 feet, VdB
D = distance from the equipment to th receiver, ft.

Large Bulldozer:

SF to South: Lvdistance = 87 - 30 log (66/25) = 74.35 VdB

SF to West: Lvdistance = 87 - 30 log (75/25) = 72.69 VdB

SF to Northwest: Lvdistance = 87 - 30 log (114/25) = 67.23 VdB

SF to East: Lvdistance = 87 - 30 log (90/25) = 70.31 VdB

Under Threshold Mitigation Distance: 87 - 30 log (80/25) = 71.85 VdB

Vibratory Roller:

SF to South: Lvdistance = 94 - 30 log (66/25) = 81.35 VdB

SF to West: Lvdistance = 94 - 30 log (75/25) = 79.69 VdB

SF to Northwest: Lvdistance = 94 - 30 log (114/25) = 74.23 VdB

SF to East: Lvdistance = 94 - 30 log (90/25) = 77.31 VdB

Under Threshold Mitigation Distance: 94 - 30 log (136/25) = 71.93 VdB

GANDDINI GROUP INC.

714.795.3100 | ganddini.com

February 9, 2022

Mr. Henry Pyle
CHARTWELL REAL ESTATE DEVELOPMENT
1010 Brioso Drive
Costa Mesa, California 92627

RE: Belmont Sultana Warehouse Project Level of Service and Vehicle Miles Traveled Screening Assessment
Project No. 19480

Dear Mr. Pyle:

Ganddini Group, Inc. is pleased to provide this Level of Service and Vehicle Miles Traveled Screening Assessment for the proposed Belmont Sultana Warehouse Project in the City of Ontario. The purpose of this analysis is to assess potential level of service (LOS) impacts for general plan compliance and vehicle miles traveled (VMT) impacts associated with the proposed project for compliance with California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Ontario in assessing the project.

PROJECT DESCRIPTION

The 3.03-acre project site is located at the southeast corner of Belmont Street and Sultana Avenue, addressed at 500 Belmont Street, in the City of Ontario, California. The project site is currently vacant. The proposed project involves construction of 59,984 square foot industrial building. The proposed project also includes 44 auto parking spaces, 2 Truck parking spaces and 4 trailer parking spaces. Access to the project site would be provided by two access driveways on Belmont Street. The proposed site plan is shown in Attachment A.

PROJECT TRIPS

Table 1 shows the proposed project trips generation based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Trip generation rates for ITE Land Use Code 150 (Warehouse) per thousand square feet was used for the building development.

The project trip generation is shown in both vehicle trips and Passenger Car Equivalent (PCE) trips. The project-generated truck trips were converted to PCE trips based on the PCE factors recommended by San Bernardino *County Congestion Management Program* (2016) (1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles).

As also shown in Table 1, the proposed project is forecast to generate approximately 103 daily trips, including 9 trips during the AM peak hour and 11 trips during the PM peak hour, which equates to approximately 159 daily PCE trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour.

Mr. Henry Pyle
CHARTWELL REAL ESTATE DEVELOPMENT
February 9, 2022

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

The project has been screened for both level of service analysis and vehicle miles traveled analysis using the City of Ontario standard practices and the County of San Bernardino established criteria as specified in the County of San Bernardino *Transportation Impact Study Guidelines*, July 2019 ["the County guidelines"].

LEVEL OF SERVICE SCREENING CRITERIA (NON-CEQA/GENERAL PLAN CONFORMITY)

As specified in the County of San Bernardino *Transportation Impact Study Guidelines*, July 2019 ["the County guidelines"], the requirement to prepare a transportation impact study with Level of Service analysis should be based on one or more of the following criteria:

- If a project generates more than 100 or more trips without consideration of pass-by trip reductions during any peak hour.
- If a project is located within 300 feet of intersection of two streets designated as Collector or higher on the County's General Plan circulation system or an impacted intersection as determined by the County Traffic Division.
- If the project creates safety or operational concerns.
- If a project generates less than 100 trips without consideration of pass-by trip reductions during any peak hour, a study may be required if there are special concerns.

The proposed project is forecast to generate fewer than 100 peak hour trips, and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements (if any) in accordance with City design standards, the project would not create any new safety or operational concerns. Therefore, the proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

The VMT screening assessment has been prepared in accordance with the County guidelines, which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"]. The County guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. The project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of major transit stop or high-quality transit corridor
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool
- Project Type Screening
  - Local serving land use
  - Retail land use projects which do not exceed 50,000 square feet of gross floor area

- Existing projects and redevelopment projects up to 10,000 square feet
- Projects with trip generate less than net new 110 daily vehicle trips (ADT)

TPA SCREENING

Projects located within a TPA, defined as within one-half mile of major transit stop[1] or high-quality transit corridor[2], may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not apply, however, if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the SBCTA with input from the SCAG): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on review the of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the proposed project is not located within a TPA; therefore, the project does not satisfy the TPA screening criteria.

LOW VMT AREA SCREENING

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. Based on the County-established thresholds, a project would satisfy the low VMT screening criteria if it is located in a traffic analysis zone (TAZ) that does not exceed four percent below the existing County of San Bernardino baseline VMT per service population.

To identify if the project is in a low VMT area, the SBCTA VMT Screening Tool was used. The SBCTA VMT Screening Tool was developed from the San Bernardino Transportation Analysis Model (SBTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Projects located in areas that incorporate similar features of the TAZ will tend to exhibit similar VMT. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. Exhibit A shows the SBCTA VMT Screening Tool results for the project site.

As shown in Exhibit A below, the proposed project is consistent with existing residential land uses in the project TAZ and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the SBCTA VMT Screening Tool. Based on the SBCTA VMT Screening Tool assessment, the proposed project is located within TAZ 53647201. As shown on Exhibit A, the baseline year (2022) VMT per worker for the project TAZ is equal to 16.7 and the County-established threshold is equal to 16.9. Therefore, the proposed project does not satisfy the County-established screening criteria of

[1] A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15 minutes headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

[2] Fixed route bus service with less than 15 minute headways during the peak commute hours (Pub. Resources Code, § 21155).

4% below baseline VMT for projects located in low VMT areas without implementation of any project design features or mitigation measures that would reduce the project's baseline VMT.

Exhibit A – SBCTA VMT Screening Tool Results

PROJECT TYPE SCREENING

The County TIA Guidelines identify the following types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Existing projects or redevelopment of up to 10,000 additional square feet[3]
- Projects generating less than 110 daily vehicle[4] trips. This generally corresponds to the following "typical" development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units

[3] As noted in OPR Technical Advisory, CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2).). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

[4] The term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT), but should not contribute to a finding of significant traffic (VMT) impact under any circumstances.

- 10,000 sq. ft. of office
- 15,000 sq. ft. of light industrial
- 63,000 sq. ft. of warehousing
- 79,000 sq. ft. of high cube transload and short-term storage warehouse
- 12 hotel rooms

As previously noted, proposed project is forecast to generate a total of approximately 103 daily vehicle trips of which 67 are passenger vehicles (cars/light trucks). Therefore, the proposed project meets the County-established criteria for project type screening and may be presumed to result in a less than significant VMT impact.

CONCLUSIONS

The proposed project is forecast to generate approximately 103 daily trips, including 9 trips during the AM peak hour and 11 trips during the PM peak hour, which equates to approximately 159 daily PCE trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour.

The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario.

The proposed project meets the County-established criteria for project type screening and may be presumed to result in a less than significant VMT impact.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,
GANDDINI GROUP, INC.

Perrie Ilercil, P.E. (AZ)
Senior Engineer

Giancarlo Ganddini, PE, PTP
Principal

Table 1
Project Trip Generation

Land Use: Warehousing
Size: 59.984 TSF

TRIP GENERATION RATES PER TSF[1]								
		AM Peak Hour			PM Peak Hour			Daily
Vehicle Type	Source[2]	In	Out	Rate	In	Out	Rate	Rate
All Vehicles	ITE 150	77%	23%	0.170	28%	72%	0.180	1.710
Trucks Only	ITE 150	52%	48%	0.020	52%	48%	0.030	0.600
Passenger Car (88.2% AM, 83.3% PM, 64.9% Daily)		0.116	0.035	0.151	0.042	0.108	0.150	1.110
Truck (11.8% AM, 16.7% PM, 35.1% Daily)		0.010	0.010	0.020	0.016	0.014	0.030	0.600
Truck Mix:	SCAQMD							
2-Axle Trucks (16.7%)		0.002	0.002	0.004	0.003	0.002	0.005	0.100
3-Axle Trucks (20.7%)		0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+ Axle Trucks (62.6%)		0.007	0.006	0.013	0.010	0.009	0.019	0.376

VEHICLE TRIPS GENERATED							
	AM Peak Hour			PM Peak Hour			
Vehicle Type	In	Out	Total	In	Out	Total	Daily
Passenger Car	7	2	9	3	6	9	67
Trucks							
2-Axle Trucks	0	0	0	0	0	0	6
3-Axle Trucks	0	0	0	0	0	0	7
4+ Axle Trucks	0	0	0	1	1	2	23
Subtotal	0	0	0	1	1	2	36
Total Vehicle Trips Generated	**7**	**2**	**9**	**4**	**7**	**11**	**103**

PCE[3] TRIPS GENERATED								
		AM Peak Hour			PM Peak Hour			
Vehicle Type	PCE Factor[4]	In	Out	Total	In	Out	Total	Daily
Passenger Car	1.0	7	2	9	3	6	9	67
Trucks								
2-Axle Trucks	1.5	0	0	0	0	0	0	9
3-Axle Trucks	2.0	0	0	0	0	0	0	14
4+ Axle Trucks	3.0	0	0	0	3	3	6	69
Subtotal		0	0	0	3	3	6	92
Total PCE Trips Generated		**7**	**2**	**9**	**6**	**9**	**15**	**159**

Notes:
(1) TSF = Thousand Square Feet

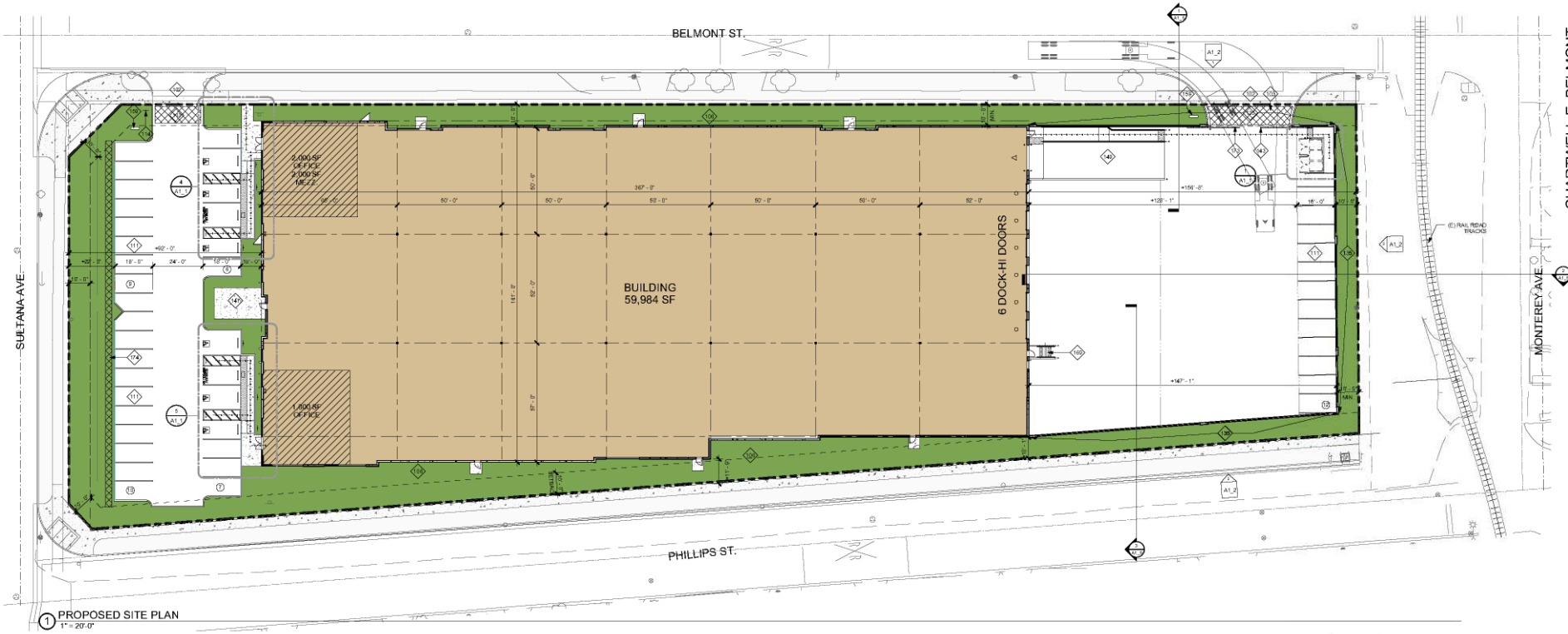
(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.
SCAQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse.

(3) PCE = Passenger Car Equivalent

(4) Source: San Bernardino County Congestion Management Program (2016), Appendix B.

ATTACHMENT A

SITE PLAN



1 PROPOSED SITE PLAN
1" = 20'-0"

SCOPE OF WORK

NEW ONE STORY CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH EXTERIOR LIGHTING, FIRE SPRINKLERS, ON SITE AND OFF-SITE IMPROVEMENTS INCLUDING GRADING, STORM DRAINS, WATER, SEWER, FIRE HYDRANTS, LANDSCAPE, IRRIGATION AND HARDSCAPE, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES AS SHOWN.

LEGAL DESCRIPTION

ASSESSOR'S PARCEL NO: 1049-491-01, 02, 03

SEE SHEET C1 FOR LEGAL DESCRIPTION

GENERAL PLAN LAND USE: INDUSTRIAL

ZONING: LIGHT INDUSTRIAL

SHEET INDEX

A1 SITE PLAN
A1_1 SITE DETAILS
A1_2 SITE DETAILS
A1_3 SITE UTILIZATION MAP
A1_4 SITE PHOTOS
A1_5 LINE OF SIGHT SECTIONS
A2 BUILDING FLOOR PLAN
A3 ROOF PLAN
A4 BUILDING EXTERIOR ELEVATIONS
C1 CONCEPTUAL GRADING & DRAINAGE PLAN
C2 CONCEPTUAL UTILITIES SYSTEMS MAP
C3 SOLID WASTE HANDLING PLAN (SWHP)
L1 CONCEPTUAL LANDSCAPE PLAN

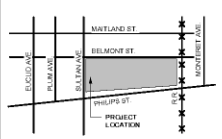
DEVELOPER/OWNER

CHARTWELL REAL ESTATE DEVELOPMENT
151 INNOVATION DRIVE
IRVINE, CA 92617
CONTACT: HENRY PYLE
PHONE: 949.701.5126
EMAIL: HENRY@CHARTWELLREO.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
18201 SCENTIFIC WAY
IRVINE, CA 92618
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2300
EMAIL: BRIDGET@HERDMAN-AD.COM

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMESIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECTS SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FORM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES INDENTIFIED ON THE SITE PLAN DRAWINGS CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11A/D 2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERICAL OF THE FINISHED GRADE. SEE 3/AD.2
9. A CONCRETE SPLASH BLOCK SHALL BE PROVIDED AT THE BASE OF ALL EXTERIOR DOWNSPOUTS THAT DISCHARGE ON SURFACES OTHER THAN CONCRETE. SEE 2/AD.2
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 4/AD.2
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 14/AD.0.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING
- PROPOSED BUILDING
- STANDARD PARKING STALL PER CITY REQUIREMENT
- TYP. ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2
- TYP. VAN ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2
- CLEAN AIR/ VANPOOL/EV PER CALGREEN 5.106.5.2.1
- ELECTRIC VEHICLE CHARGING STATION. EVCS STALL SHALL PROVIDE SURFACE MARKING STATING "EV CHARGING ONLY" IN LETTER 12" HIGH MINIMUM. THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE. PER CBC 2019 11B-812.8 NOTE: FUTURE CHARGING SPACES QUALIFY AS DESIGNATED PARKING AS DESCRIBED IN SECTION 5.106.5.2 SHALL PROVIDE SURFACE MARKING STATING "CLEAN AIR/VAN POOL/EV"
- FIRE HYDRANT
- STREET LIGHT
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU DOOR

KEYNOTES

102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
103 DECORATIVE PAVING. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
106 PROPOSED LANDSCAPED AREA. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
111 TYP. U.O.N., STANDARD PARKING STALL.
114 ACCESSIBLE SITE ENTRANCE SIGN.
135 PAINTED CONCRETE TILT-UP SCREEN WALL OR TRASH ENCLOSURE WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
143 MIN 8'-0" H HIGH PAINTED STEEL ROLLING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
147 EMPLOYEE BREAK AREA.
149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
159 MONUMENT SIGN. PROVIDE CONDUIT AND ELECTRICAL POWER.
160 CONCRETE STAIRS ON GRADE.
173 PROVIDE SIGNAGE STATING "GATE TO REMAIN OPEN DURING BUSINESS HOURS."
174 3'-0" H DENSE HEDGE. SEE LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.

PROJECT INFORMATION

PROJECT INFORMATION - ENTITLEMENT — 01.18.2022

NET SITE AREA	133,397 SF	3.06 AC
FAR		53.0%
MAX FAR		55.0%
ZONE:		IL (LIGHT INDUSTRIAL)
STREET SETBACK		50'
CONSTRUCTION TYPE		11-N
MAX HEIGHT		55'
BUILDING AREA		59,984 SF
FOOTPRINT		57,984 SF
WAREHOUSE		54,184 SF
OFFICE		3,800 SF
MEZZANINE		2,000 SF
OFFICE		2,000 SF
PARKING REQUIRED		40
WAREHOUSE @ 1/1,000 <10K SF		20
WAREHOUSE @ 1/2,000 >10K SF <100k OFFICE - 95/1		20
TRUCK PARKING @ 1/1 DOCK DOORS		2
PARKING PROVIDED		64
STANDARD		37
VAN EVA		2
STND ADA		1
VAN EVCS		1
STND EVCS		9
EVCS		1
CLEAN AIR		2
TRAILER		3
LANDSCAPE REQUIRED	15%	34,670 SF
LANDSCAPE PROVIDED	27.5%	35,922 SF

HERDMAN
ARCHITECTURE + DESIGN

A21-2115
1.21.2021

NORTH

SITE PLAN

A1

1/20/2022 6:28:55 PM

RESOLUTION NO. PC23-064

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV21-035, A DEVELOPMENT PLAN TO CONSTRUCT A 59,984 SQUARE FOOT INDUSTRIAL BUILDING ON 3.15 GROSS ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET, WITHIN THE IL (LIGHT INDUSTRIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN'S: 1049-491-01, 1049-491-02 AND 1049-491-03.

WHEREAS, CHARTWELL REAL ESTATE DEVELOPMENT ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV21-035, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 3.15 gross acres of land generally located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the IL zoning district and is developed with a steel supplier yard. The property to the east is within the IL zoning district and is developed with a railroad. The property to the south is within the MDR-11 (Medium Density Residential) zoning district and is developed with Single Family Residential. The property to the west is within the LDR-5 (Low Density Residential) zoning district and is developed with Single Family Residential; and

WHEREAS, the Development Plan is the construction of a 59,984-square foot industrial multi-tenant building, having a floor area ratio ("FAR") of 0.54. The rectangular-shaped building is centrally located on the site, with the front of the building facing Sultana Avenue and two office entries located at the northwest and southwest corners of the building. The primary off-street parking area is located on the west side of the proposed building to serve office employees and visitors, with a smaller parking area located within the yard area to serve employees. The yard area, designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is located on the east side of the proposed building. The yard area will be screened from public view by a 14-foot-high concrete tilt-up wall that will match the architecture of the building; and

WHEREAS, there are two points of access to the Project site from Belmont Street, located at the northwest corner of the site, providing passenger vehicle access to the main parking area. The second site access is located at the northwest corner of the site, providing truck yard access from Belmont Street; and

WHEREAS, the Project has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code. The number of off-street parking spaces provided exceeds the minimum parking requirement for the Project; and

WHEREAS, the proposed building is of concrete tilt-up construction and integrates a contemporary architectural design theme, incorporating enhanced elements and treatments at office entries and along street facing elevations. Architectural elements for all buildings include smooth-painted concrete in white and grey tones, metal panels, horizontal and vertical reveals, storefronts with white and black anodized aluminum mullions and blue glazing, metal canopies, 2nd story windows with canopies, and recessed panel sections with contrasting colors. The mechanical equipment will be roof-mounted and obscured from public view by the parapet walls; and

WHEREAS, the Project provides landscaping along Belmont Street, Sultana Avenue, Phillips Street, the perimeter of the site, and throughout the off-street parking areas. The Development Code requires that the Project provide a minimum 15 percent landscape coverage, and 19 percent has been provided, exceeding the minimum requirements. Additionally, the Project includes street widening on Phillips Street, right-of-way improvements (curb, gutter, sidewalk, and parkway) and street trees. The proposed on-site and off-site landscape improvements will assist in creating a walkable, safe area for pedestrians to access the Project site; and

WHEREAS, public utilities (water and sewer) are available to serve the Project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan ("PWQMP"), which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of underground 72-inch perforated corrugated metal pipes (CMP) located within the western parking lot. Any overflow drainage will be conveyed to the public street by way of parkway drains and culverts; and

WHEREAS, the Planning Department held a community meeting on Thursday, March 10, 2022 between 6:00 PM to 7:00 PM at the Ontario Senior Center to discuss the proposed development. Planning staff, Engineering staff, translators and the applicant were in attendance during the community meeting. One resident attended the community meeting and had questions regarding the proposed project and site improvements and generally spoke in favor of the proposed project. Staff also received two e-mails from local property owners, one resident inquiring about the proposed project and the second resident's e-mail did not support the proposed project; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act, commencing with Public Resources Code Section 21000 (hereinafter referred to as "CEQA"); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on June 19, 2023, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB23-044 recommending that the Planning Commission approve the Application; and

WHEREAS, on July 25, 2023, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the Planning Commission of the City of Ontario, as follows:

SECTION 1: ***Environmental Determination and Findings.*** As the decision-making authority for the Project, the Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, which consists of:

(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.* The proposed Project is located within the Industrial land use designation of the Policy Plan (general plan) Land Use Map, and the IL (Light Industrial) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the IL (Light Industrial) zoning district.

(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 is proposed within the established boundaries of the City of Ontario, on a Project site totaling 3.15-acres of land, which is surrounded by established development on all sides and consists of a mix of industrial and residential and uses.

(c) *The Project site has no value as habitat for endangered, rare, or threatened species.* The site is located in an urbanized area and is currently vacant and has regularly been cleared and grubbed, and as such not suitable habitat for any 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 proposed industrial development is similar to, and of no greater impact than other allowed uses and development projects within the IL (Light Industrial) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development, and performance standards, and as demonstrated in the following studies (Attachment A – Environmental Studies):

(i) An Air Quality Analysis, Energy Analysis, Global Climate Change Analysis and Health Risk Assessment was completed by Ganddini (Dated: February 24, 2022) and concluded the following:

- Air Quality – The Air Quality Analysis concluded that the nearest sensitive receptors to the Project site include existing single-family residential located approximately 50 feet to the south (across Phillips Street), 60 feet to the west (across Sultana Avenue), and 85 feet to the east (across the Union Pacific rail line and Monterey Street). Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Also, the Project site is currently located within the Industrial land use district of the Policy Plan Land Use Map. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

- Energy – The Energy Impact Analysis concluded that the Project is compliant with the California Building Standards Code Title 24 energy efficiency requirements (CalGreen). The project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Energy Impacts are considered to be less than significant.

- Global Climate Change – The Project-related GHG emissions would not exceed the City of Ontario Community Climate Action Plan/SCAQMD screening threshold of 3,000 MTCO2e per year. Furthermore, the Project would not conflict with the goals of AB-32, SB-32, or the City of Ontario Community Climate Action Plan and CARB Scoping Plan; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

- Health Risk Assessment – The proposed Project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to the SCAQMD's MATES-V study, the Project has an estimated multi-pathway cancer risk of 567 in one million and an inhalation cancer risk of 535 in one million. In comparison the average multi-pathway

cancer risk for the South Coast Air Basin portion of San Bernardino County is 471 in one million and the inhalation cancer risk is 439 in a million. This increased cancer risk at the site is largely due to the proximity to the Union Pacific Railroad Company (UP) rail line, State Route 60 (SR-60), and Interstate 10 (I-10) Freeway. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology. The Project’s maximum incremental cancer risk (MICR) does not exceed 10 in a million at any sensitive receptor location, the on-going operation of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

(ii) Noise Impact Analysis - A Noise Impact Analysis was completed by Ganddini (Dated: March 4, 2022) and concluded that noise impacts would be less than significant. Construction noise sources are regulated within Section 5.29-09 of the City of Ontario’s Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The Project includes the construction of concrete 14-foot-high screen walls around the loading/unloading area of the proposed warehouse. The peak hour operational noise levels would range between 34 to 42 dBA to the nearest residential property lines from the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA or the nighttime residential standard of 45 dBA as set forth in the City’s Municipal Code. Therefore, impacts associated with project operational noise would be less than significant. Also, the Project site is located within the 65-70 dBA CNEL Noise Impact Zone of Ontario International Airport (ONT), and a warehouse use is considered a compatible use within ONT’s 65-70 dBA CNEL Noise Impact Zone.

(iii) Trip Generation and VMT (Vehicle Miles Traveled) Assessment – A Trip Generation and VMT Assessment was completed by Ganddini (Dated: February 9, 2022) and concluded that Project is forecast to generate approximately 103 daily trips, including 9 trips during the AM peak hour and 11 trips during the PM peak hour, which equates to approximately 159 daily Passenger Car Equivalent (PCE) trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour. The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario. The proposed project meets the County-established criteria for project type screening results in a less than significant VMT impact.

(iv) Water Quality - A Preliminary Water Quality Management Plan ("PWQMP"), was prepared which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that

capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration.

(e) *The site can be adequately served by all required utilities and public services.* All necessary wet and dry utilities exist or will be constructed within the public street and will be readily available for connection; and

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the Planning Commission.

SECTION 2: ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 3: ***Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines

that the Project is consistent with the policies and criteria set forth within the ONT ALUCP; and

SECTION 4: ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 3, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Industrial land use district of the Policy Plan Land Use Map, and the IL (Light Industrial) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the IL (Light Industrial) zoning district, including standards relative to the particular land use proposed (warehouse), as-well-as building intensity, building, and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls, and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Development Code.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the

Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (wareshouse). As a result of this review, the Planning Commission has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

SECTION 5: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

SECTION 6: ***Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 7: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 8: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of July, 2023, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Nancy DeDiemar
Planning Commission Chairperson

ATTEST:

Rudy Zeledon
Community Development Assistant Director and Secretary to the Planning Commission

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC23-064 was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 25, 2023, by the following roll call vote, to wit:

AYES: Dean, DeDiemar, Del Turco, Gage, Lampkin, Ricci

NOES: None

ABSENT: Anderson

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PDEV21-035
Departmental Conditions of Approval

(Departmental conditions of approval to follow this page)

LAND DEVELOPMENT DIVISION
CONDITIONS OF APPROVAL

303 East B Street, Ontario, California 91764 Phone: 909.395.2036 / Fax: 909.395.2420

Date Prepared: 6/19/2023

File No: PDEV21-035

Related Files: N/A

Project Description: A Development Plan to construct a 59,984 square foot industrial building on 3.15 gross acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district**;** (APN(s): 1049-491-01, 1049-491-02 and 1049-491-03); **submitted by Chartwell Real Estate Development.**

Prepared By: Lorena Mejia, Senior Planner
Phone: 909.395.2276 (direct)
Email: lmejia@ontarioca.gov

The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

1.0 Standard Conditions of Approval. The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

2.0 Special Conditions of Approval. In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

2.1 Time Limits.

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

2.2 General Requirements. The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

2.3 Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

2.4 Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

2.5 Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(d) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(e) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(f) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11). Final design and placement of bicycle parking facilities shall be subject to Planning Department review and approval.

2.6 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or
(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

Screen Wall Height	***Minimum Gate Height***
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

2.7 Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

(b) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

2.8 Mechanical and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

(b) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

2.9 Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

2.10 Signs.

(a) All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

2.11 Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noise levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

2.12 Environmental Requirements.

(a) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(b) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.13 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

2.14 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Exemption ("NOE") filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act ("CEQA"). The filing of a NOE is voluntary; however, failure to provide said fee within the time specified will result in the extension of the statute of limitations for the filing of a CEQA lawsuit from 30 days to 180 days.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

2.15 Additional Requirements.

(a) The City's 2022 CCAP includes performance standards that will reduce GHG emissions from new development. CEQA requires the assessment of environmental impacts for proposed projects including the impacts of GHG emissions. The levels of GHG emissions reductions in the Screening Tables are consistent with the City's adopted targets in the 2022 CCAP. New Development can use the Screening Tables to ensure that the specific reduction strategies in the 2022 CCAP are implemented as part of the CEQA process. The applicant shall utilize the Screening Tables and garner a minimum of 100 points to be consistent with the reduction quantities outlined in the 2022 CCAP. The applicant shall identify on the construction drawings the items identified in the Screening Tables.

(b) The outdoor employee break area shall include seating, table and a shade tree.

ENGINEERING DEPARTMENT
CONDITIONS OF APPROVAL

(Land Development Division, Environmental Section, Traffic & Transportation Division, Ontario Municipal Utilities Company (OMUC) and Broadband Operations & Investment and Revenue Resources Department Conditions incorporated)

☒ **DEVELOPMENT PLAN** ☐ OTHER	☐ PARCEL MAP ☐ TRACT MAP ☐ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PDEV21-035 **RELATED FILE NO(S). _____**	
☒ **ORIGINAL** ☐ REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:	**Raymond Lee, (909) 395-2104**
CITY PROJECT PLANNER & PHONE NO:	**Lorena Mejia, (909) 395-2276**
DAB MEETING DATE:	**6/19/2023**
PROJECT NAME / DESCRIPTION:	**A Development Plan to construct one industrial building totaling 60,455 square feet on 2.55 acres of land located within the IL (Light Industrial) zoning district**
LOCATION:	**Southeast corner of Sultana Avenue and Belmont Street**
APPLICANT:	**Chartwell Real Estate Development**
REVIEWED BY:	**Bryan Linley, P.E.** **Assistant City Engineer** — **Date** 5/26/23
APPROVED BY:	**Khoi Do, P.E.** **City Engineer** — **Date** 5/31/23

Last Revised: 5/26/2023

THIS PROJECT SHALL COMPLY WITH THE REQUIREMENTS SET FORTH IN THE GENERAL STANDARD CONDITIONS OF APPROVAL ADOPTED BY THE CITY COUNCIL (RESOLUTION NO. 2017-027) AND THE PROJECT SPECIFIC CONDITIONS OF APPROVAL SPECIFIED HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:

			Check When Complete
☐	1.01	Dedicate to the City of Ontario, the right-of-way, described below: _____ feet on _____ Property line corner 'cut-back' required at the intersection of _____ and _____.	☐
☐	1.02	Dedicate to the City of Ontario, the following easement(s): _____ _____	☐
☐	1.03	Restrict vehicular access to the site as follows: _____	☐
☐	1.04	Vacate the following street(s) and/or easement(s): A. All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.	☐
☐	1.05	Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.	☐
☐	1.06	Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) as applicable to the project and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.	☐
☐	1.07	For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at *http://tceplumecleanup.com/*), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at *http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658*.	☐
☐	1.08	File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Financial Services Department at (909) 395-2124 regarding this requirement. (1) _____ (2) _____	☐
☐	1.09	Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.	☐

☐ 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: www.ontarioca.gov) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater. ☐

☐ 1.11 Provide a preliminary title report current to within 30 days. ☐

☐ 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process. ☐

☐ 1.13 Ontario Ranch Developments: ☐

☐ 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.

☐ 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).

☐ 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).

☐ 1.14 Other conditions: _____ ☐

2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:

A. GENERAL
(Permits includes Grading, Building, Demolition and Encroachment)

☐ 2.01 Record Parcel Map/Tract Map No. _____ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code. ☐

☐ 2.02 Submit a PDF of the recorded map to the City Engineer's office. ☐

☐ 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per _____. ☐

☐ 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of March 4, 1972. ☐

☒ **2.05** Apply for a: ☐

☐ Certificate of Compliance with a Record of Survey;

☒ **Lot Line Adjustment (Record a Conforming Deed with the County of San Bernardino within six months of the recordation of the Lot Line Adjustment to conform the new LLA legal description. Submit a copy of the recorded Conforming Deed to the Engineering Department.) (See also 2.17);**

☐ 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. ☐

☐ 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at http://tceplumecleanup.com/), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658. ☐

☒ **2.08 Submit a soils/geology report.** ☐

☒ **2.09 Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:** ☐

- ☐ State of California Department of Transportation (Caltrans)
- ☐ San Bernardino County Road Department (SBCRD)
- ☐ San Bernardino County Flood Control District (SBCFCD)
- ☐ Federal Emergency Management Agency (FEMA)
- ☐ Cucamonga Valley Water District (CVWD) for sewer/water service
- ☐ United States Army Corps of Engineers (USACE)
- ☐ California Department of Fish & Game
- ☐ Inland Empire Utilities Agency (IEUA)
- ☒ **Union Pacific Railroad (UPRR) (For proposed improvements in UPRR right-of-way)**

☒ 2.10 **Dedicate to the City of Ontario the right-of-way described below:** ☐

1. **33 feet north of centerline on Phillips Street along the project frontage.**
2. **Property line corner 'cut-back' required at the intersection of Sultana Avenue and Belmont Street.**
3. **Property line corner 'cut-back' required at the intersection of Sultana Avenue and Phillips Street.**

☒ **2.11 Dedicate to the City of Ontario the following easement(s):** ☐

1. **Sidewalk easement behind the proposed drive approaches located along Belmont Street.**

☒ **2.12 Vacate the following street(s) and/or easement(s):** ☐

A. **All interfering on-site easements shall be quitclaimed, vacated, and/or submit non-interference letter from affected owner/utility company.**

☐ 2.13 Ontario Ranch Developments: ☐

☐ 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.

☐ 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.

☐ 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall.

☒ **2.14** **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code. Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.** ☐

☒ **2.15** **The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.** ☐

☒ **2.16** **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately $68,194, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan and the DIF rate at the time of payment.** ☐

☒ **2.17** **Other conditions:** ☐

1. **The applicant/developer shall process a Lot Line Adjustment and a Conforming Grant Deed in order to consolidate the site into one (1) parcel and render the subject property as a recognized parcel in the City of Ontario. The Lot Line Adjustment and Conforming Grant Deed shall be recorded prior to issuance of a building permit.**

B. PUBLIC IMPROVEMENTS
(See attached Exhibit 'A' for plan check submittal requirements.)

☒ 2.18 **Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):**

Improvement	Phillips Street	Sultana Avenue	Belmont Street	Monterey Avenue
Curb and Gutter	☒ **New; 20 ft. from C/L** ☐ Replace damaged ☐ Remove and replace	☒ **New; 18 ft. from C/L** ☐ Replace damaged ☐ Remove and replace	☒ **New; 18 ft. from C/L** ☐ Replace damaged ☐ Remove and replace	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace
AC Pavement (See 2.20)	☒ **New, 20 ft. from C/L along frontage, including pavm't transitions**	☒ **New, 18 ft. from C/L along frontage, including pavm't transitions**	☒ **New, 18 ft. from C/L along frontage, including pavm't transitions**	☐ Replacement ☒ **Widen 5 ft. (see 2.38.1)**
PCC Pavement (Truck Route Only)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☒ **New** ☒ **Remove and replace**	☐ New ☐ Remove and replace
Sidewalk	☒ **New** ☐ Remove and replace	☐ New ☒ **Remove and replace**	☐ New ☒ **Remove and replace**	☐ New ☐ Remove and replace
ADA Access Ramp	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☒ **New** ☐ Remove and replace	☐ New ☐ Remove and replace
Parkway	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☒ **Trees** ☒ **Landscaping (w/irrigation)**	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Fire Hydrant	☒ **New / Upgrade** ☐ Relocation	☐ New / Upgrade ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☐ New / Upgrade ☐ Relocation

Sewer (see Sec. 2.C)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☒ **Lateral**	☐ Main ☐ Lateral
Water (see Sec. 2.D)	☐ Main ☐ Service	☐ Main ☐ Service	☒ **Main** ☒ **Service**	☐ Main ☐ Service
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service
Traffic Signal System (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New / Upgrade** ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☒ **New / Upgrade** ☐ Relocation	☐ New / Upgrade ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☒ **Conduit / Appurtenances**	☐ Conduit / Appurtenances
Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☒ **Relocate[1]**	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
Other Improvements	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____

Specific notes for improvements listed in item no. 2.18, above:

1. **Relocate existing power poles as needed to accommodate the construction of curb & gutter along the project frontage.**

☒ **2.19 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s), along the property frontage, from street centerline to curb/gutter:** ☐

- **Phillips Street**

- **Sultana Avenue**
- **Belmont Street**

☒ **2.20** **Reconstruction of the full pavement structural section of the following streets, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.** ☐

- **Phillips Street**
- **Sultana Avenue**
- **Belmont Street**

☐ 2.21 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide ☐ water service ☐ sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid. ☐

☐ 2.22 Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892). ☐

☐ 2.23 Other conditions: _____ ☐

C. SEWER

☒ **2.24** **An 8-inch sewer main is available for connection by this project in Belmont Street. (Ref: Sewer plan bar code: S12680)** ☐

☐ 2.25 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☐ 2.26 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer. ☐

☒ **2.27** **Other conditions:** ☐

1. **See Exhibit B for additional sewer conditions from OMUC.**

D. WATER

☒ **2.28** **A 8-inch water main is available for connection by this project in Belmont Street and Sultana Avenue (Ref: Water Drawing Number: W12369)** ☐

☐ 2.29 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately _____ feet away. ☐

☒ **2.30** **Other conditions:** ☐

1. **See Exhibit B for additional water conditions from OMUC.**

E. RECYCLED WATER

☐ 2.31 A _____inch recycled water main is available for connection by this project in _____. (Ref: Recycled Water Drawing Number:_____) ☐

☐ 2.32 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project. ☐

☐ 2.33 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant. ☐

☐ 2.34 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California ☐

Department of Public Health (CDPH) for final approval.

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.

☐ 2.35 Other conditions: _____ ☐

F. TRAFFIC / TRANSPORTATION

☐ 2.36 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer: ☐

1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer

☐ 2.37 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877. ☐

☒ **2.38 Other conditions:** ☐

1. **The Applicant/Developer shall widen the west side of Monterey Avenue by 5-feet, starting from the intersection of Belmont Street, to approximately 130-feet north to accommodate southbound and northbound truck turning. See attached Exhibit C submitted by EPD Solutions, Inc. on March 20, 2023.**

2. **Curb return radii shall be designed and constructed in accordance with City Standard Drawing No. 1106. The curb return radius at Sultana Avenue and Belmont Street southwest corner shall be 40'. Curb return radius at Sultana Avenue and Phillips Street northeast corner shall be 25'.**

3. **The Applicant/Developer shall be responsible to design and construct the following streets to their ultimate half-width along the project frontage:**

   a. **Sultana Avenue (66'R/W, 36' C/C)**
   b. **Belmont Street (66' R/W, 36' C/C)**
   c. **Phillips Street (66' R/W, 40' C/C)**

   Improvements shall include, but not be limited to: concrete curb and gutter, sidewalk, LED street lights, new street light service pedestal, landscaped parkways, signing & striping, and necessary pavement and signing and striping transitions as deemed necessary by the City Engineer.

4. **The Applicant/Developer shall be responsible to design and construct the necessary striping transitions from existing roadway conditions to the widened roadway portions along Phillips Street. Striping improvements shall include the removal of existing interim signing and striping beyond the project frontage limits and the installation of ultimate signing and striping necessary to accommodate fully widened street improvements, from the easterly property line to east of Monterey Avenue.**

5. **Design and construct proposed driveways in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway along Belmont Street.**

6. **The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service as needed along its project frontages of Sultana Avenue, Belmont Street and Phillips Street. Street lighting shall be LED-type and in accordance with City's Approved Material List LED Luminaires. Additionally, smart nodes shall be installed on all new street light fixtures along project frontage. The Applicant/Developer shall design and construct approximately:**

   - **6 street lights along Belmont Street,**
   - **3 street lights along Sultana Avenue, and**
   - **5 street lights along Phillips Street.**

7. **The proposed gate on Belmont Street shall remain open during business hours.**

8. **Property frontages along Sultana Avenue, Belmont Street, Phillips Street and Monterey Avenue shall be signed "No Parking Anytime."**

9. **The Applicant/Developer shall maintain existing striping along all project frontages.**

10. **All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.**

11. **The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to starting signing/striping and/or street lighting design.**

G. DRAINAGE / HYDROLOGY

☐ 2.39 A _____inch storm drain main is available to accept flows from this project in _____. ☐
(Ref: Storm Drain Drawing Number: _____)

☒ **2.40 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.** ☐

☒ **2.41 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100-year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.** ☐

☐ 2.42 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project. ☐

☐ 2.43 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100-year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program. ☐

☒ **2.44 Other conditions:** ☐
The applicant/developer shall pay an in-lieu fee of $75,454 for the future storm drain required for the project frontage in Sultana Avenue.

H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)

☐ 2.45 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels. ☐
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.

☒ **2.46** **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: http://www.sbcounty.gov/dpw/land/npdes.asp.** ☐

☒ **2.47** **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device, per catch basin located within or accepting flows tributary of a Priority Land Use (PLU) area that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen with vector control access for abatement application, vertical support bars, and removable component to facilitate maintenance and cleaning.** ☐

☒ **2.48** **Other conditions:** ☐

1. **This project is located within the Priority Land Use (PLU) area, which is an area consisting of high-density residential (10 dwelling units per acre or higher), industrial, commercial, mixed urban, and public transportation station land uses and shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) by installing State certified Full Trash Capture System devices (See 2.47).**

2. **Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml**

J. SPECIAL DISTRICTS

☐ 2.49 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of four (4) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Investment and Revenue Resources at (909) 395-2341 to initiate the CFD application process. ☐

☐ 2.50 Other conditions: _____ ☐

K. FIBER OPTIC

☐ 2.51 A _____ fiber optic line is available for connection by this project in _____. (Ref: Fiber Optic Drawing Number: _____) ☐

☒ **2.52** **Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole if within close proximity. If there is no OntarioNet handhole, conduit infrastructure shall terminate at either end of project frontage in a handhole.** ☐

☒ **2.53** **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Broadband Operations Department at (909) 395-2000, regarding this requirement.** ☐

3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:

☒ **3.01** **Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.** ☐

☐ 3.02 Complete all requirements for recycled water usage. ☐

☐ 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.

☐ 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.

☐ 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.

☒ **3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.** ☐

☐ 3.04 Ontario Ranch Projects: For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals. ☐

☒ **3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.** ☐

☒ **3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).** ☐

4. PRIOR TO FINAL ACCEPTANCE, APPLICANT SHALL:

☒ **4.01 Complete all Conditions of Approval listed under Sections 1-3 above.** ☐

☒ **4.02 Pay all outstanding fees pursuant to the City of Ontario Municipal Code, including but not limited to, plan check fees, inspection fees and Development Impact Fees.** ☐

☒ **4.03 The applicant/developer shall submit a written request for the City's final acceptance of the project addressed to the City Project Engineer. The request shall include a completed Acceptance and Bond Release Checklist, state that all Conditions of Approval have been completed and shall be signed by the applicant/developer. Upon receipt of the request, review of the request shall be a minimum of 10 business days. Conditions of Approval that are deemed incomplete by the City will cause delays in the acceptance process.** ☐

☒ **4.04 Submit record drawings (PDF) for all public improvements identified within Section 2 of these Conditions of Approval.** ☐

EXHIBIT 'A'

ENGINEERING DEPARTMENT
First Plan Check Submittal Checklist

Project Number: PDEV21-035

The following items are required to be included with the first plan check submittal:

1. ☒ **A copy of this check list**
2. ☒ **Payment of fee for Plan Checking**
3. ☒ **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4. ☒ **One (1) copy of project Conditions of Approval**
5. ☒ **Include a PDF (electronic submittal) of each required improvement plan at every submittal.**
6. ☒ **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
7. ☒ **Three (3) sets of Public Street improvement plan with street cross-sections**
8. ☒ **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9. ☐ Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)
10. ☐ Four (4) sets of Public Sewer improvement plan
11. ☐ Five (5) sets of Public Storm Drain improvement plan
12. ☒ **Three (3) sets of Public Street Light improvement plan**
13. ☒ **Three (3) sets of Signing and Striping improvement plan**
14. ☒ **Three (3) sets of Fiber Optic plan (include Auto CAD electronic submittal)**
15. ☐ Three (3) sets of HOA Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
16. ☐ Five (5) sets of CFD Landscape improvement plans. Show corner sight line distance per engineering standard drawing 1309.
17. ☒ **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
18. ☐ Three (3) sets of Traffic Signal improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.
19. ☒ **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**

20. ☒ **One (1) copy of Hydrology/Drainage study**

21. ☒ **One (1) copy of Soils/Geology report**

22. ☐ Payment for Final Map/Parcel Map processing fee

23. ☐ Three (3) copies of Final Map/Parcel Map

24. ☐ One (1) copy of approved Tentative Map

25. ☒ **One (1) copy of Preliminary Title Report (current within 30 days)**

26. ☐ One (1) copy of Traverse Closure Calculations

27. ☐ One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.

28. ☐ Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use

29. ☒ **Update the sewer improvement plan for Belmont Street to show the proposed service connection to the project site.**

CITY OF ONTARIO
MEMORANDUM

ONTARIO MUNICIPAL UTILITIES COMPANY

DATE: April 21, 2023

TO: Lorena Mejia, Planning Department
Raymond Lee, Engineering Department

FROM: Peter Tran, Utilities Engineering

SUBJECT: DPR #3 – Conditions of Approval (COA) REVISION #2- Utilties Comments(**#9176**)

PROJECT NO.: PDEV21-035

BRIEF DESCRIPTION

A Development Plan to construct one industrial building totaling 60,455 square feet on 2.55 acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district (APNs: 1049-491-01, 1049-491-02, and 1049-491-03).

OMUC UTILITIES ENGINEERING DIVISION
CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL: *The **Ontario Municipal Utilities Company (OMUC) Utilities Engineering Division** recommends this application for approval subject to the Conditions of Approval outlined below and compliance with the City's Design Development Guidelines, Specifications Design Criteria, and City Standards. The Applicant shall be responsible for the compliance with and the completion of all the following applicable Conditions of Approval prior to the following milestones and subject to compliance with City's Design Development Guidelines, Specifications Design Criteria, and City Standards:*

1. Standard Conditions of Approval: Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017, or as amended or superseded by Council Resolution; as well as the project-specific conditions/requirements as outlined below.

Prior to Issuance of Any Permits (Grading, Building, Demolition and Encroachment), unless other timeline milestones are specified by individual conditions below, the Applicant Shall:

General Conditions (Section 2.A, Other conditions): The Applicant shall comply with the following:

2. Final Utilities Systems Map (USM): Submit a Final Utilities Systems Map (FUSM) as part of the precise grading plan submittal that meets all the City's USM requirements. These requirements include to show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, points of connection, and any easements. The final utility design shall comply with all Division of Drinking Water (CCR §64572) Separation Requirements. See Utility Systems Map (USM) Requirements document for details.

    a. The proposed utilities, utility alignments, and Public Rights-of-Way/Public Utility Easements shown on the Conceptual Utilities Systems Map (CUSM) and other Entitlement documents are not considered final and shall be revised during Final Design to meet all City Design Guidelines, Standards, City Requirements, and all of the Conditions of Approval contained in this document.

3. Design Utilities to comply Department of Drinking Water (DDW) Separation Requirements and California Code of Regulations (CCR) § 64572 Compliance: All DDW Separation Requirements under CCR § 64572 must be met. In order to assure compliance with CCR § 64572, on all design documents and plans: label the separation dimensions, measure from outside wall of the conveyances, between public potable water to any other public or private non-potable conveyance (sewer, storm drain, storm water, storm water infiltration, recycled water, recycled water irrigation, high pressure gas/petroleum, etc) whether publicly or privately maintained; provide one label per sheet per conveyance and additional labels where separation dimensions and alignments change; and, for any facilities not currently meeting the separation requirements, revise plans/documents so that the facilities meet the separations requirements.

4. Public Utilities and Public Right-of-Way including Public Utility Easements (PUE): All City of Ontario Public Utilities shall be installed within a Public Right-of-Way. In this case, Public Right-of-Way (PRoW) means the improved or unimproved surface of and the space above and below any of the following that are controlled, used or dedicated to the City or that are for use by the public and located within the City's jurisdictional limits: streets, roadways, highways, avenues, lanes, alleys, sidewalks, public utility easements, rights-of-way and similar public property, or any combination these.

5. Unused Service Abandonment: All adjacent water services (along with connected appurtenances) and sewer laterals and main stubs along the frontages of the project site not used to provide service to this Development Project shall be abandoned back to the main in accordance with City Standards and Practices.

Sanitary Sewer Conditions (Section 2.C): The Applicant shall comply with the following:

6. Sanitary Sewer Mains Improvements:
    a. N/A.
7. Sanitary Sewer Service:
    a. The proposed building and its onsite private sewer system shall discharge wastewater to the Public Sanitary Sewer System through a Public Sewer Lateral per Standard #2003. The quantity of Public Sewer Laterals for the building shall be limited to the minimum necessary to meet all of the conditions of approval and as limited by the City.
    b. For each Public Sewer Lateral Service to an existing sewer main: the existing sewer main being connected to shall be CCTV Inspected between the upstream and downstream manholes of the connection once before and once after the Sewer Lateral connections is made and any damage to the sewer main resulting from the installation of the Sewer Lateral shall be repaired to meet City Standards and Requirements prior to placing the Sewer Lateral in service.
    c. Public Sewer Laterals and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Public Sewer Lateral.
8. Private Onsite Sewer System and Plumbing: The Onsite Sewer System shall be privately maintained by the property owner and shall meet the following requirements:
    a. For wastewater flows for non-residential uses:
        i. The Onsite sewer system and building plumbing shall be designed in such a way that the sanitary domestic wastewater flows leave the building separately from non-sanitary wastewater flows (industrial, process, or kitchen, etc.) and the line for non-sanitary wastewater flows can be upgraded in the future to have pretreatment equipment and devices on it, as required by a Wastewater Discharge Permit.
        ii. The proposed building and connection from the Onsite Sewer System to the Public Sewer System shall have an onsite monitoring manhole prior to the point of connection with the Public Sewer System.
    b. Private Onsite Sewer and Storm Water Quality Improvements: No storm water quality improvements (infiltration, detention, retention, bioswale, etc) shall be installed above or with 5 feet of any Private Onsite Sewer pipes.

9. Wastewater Discharge: For Non-Residential Uses: each Occupant of the building, or units, as applicable, shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of their Wastewater Discharge Permit. Requirements of Wastewater Discharge Permit may include, but not limited to include installing a monitoring manhole, clarifier, interceptor, or other wastewater pretreatment equipment.

Potable Water Conditions (Section 2.D): The Applicant shall comply with the following:

10. Potable Water Main Improvements:
    a. Belmont Replacement Main: Install a new 12-inch 1212PZ Potable Water Main in Belmont Street connecting from the existing 8-inch 1212PZ Potable Water Main in Sultana Avenue and extending east in Belmont Street to the easter property boundary of this Project. This water main shall be designed in such a way that meets all Separations and DDW Separations within Belmont Street.
    b. For all Replacement Mains:
        i. The Existing Parallel 4-inch 1212PZ Potable Water Mains (and connected services & appurtenances) running parallel to the 12-inch 1212PZ Replacement Mains shall be abandoned (and appurtenances removed and surrendered to the Utilities Department) subject to the following requirements:
            A. The Existing Parallel 4-inch 1212PZ Potable Water Mains shall remain in service and active until the corresponding 12-inch 1074PZ Replacement Main is installed, activated and placed into service by the City.
            B. Shut down of the Existing Parallel 4-inch 1074PZ Potable Water Mains shall be limited to a maximum daily duration of 4 hours during off peak hour and peak season.
            C. All existing connections from other mains and main extensions connected to Existing Parallel 4-inch 1212PZ Potable Water Mains shall be connected to the 12-inch 1212PZ Replacement Main.
            D. Existing services & appurtenances (fire hydrants, blowoffs, airvacs, fire services, and meter/meter-box, etc) connected to the Existing Parallel 4-inch 1074PZ Potable Water Mains cannot be reused for the Replacement Mains; services & appurtenances (fire hydrants, blowoffs, airvacs, fire services, and meter/meter-box, etc) connecting to the Replacement Mains must be installed new per the corresponding City Standard.
            E. Each existing water service with meter/meter-box connected to the Existing Parallel 4-inch 1074PZ Potable Water Mains shall be replaced with a new corresponding water service with meter/meter-box connected to the new 12-inch 1212PZ Replacement Main per applicable City Standards. Once the 12-inch 1212PZ Replacement Main is installed, activated and placed into service by the City, the onsite system upstream of the existing water service with meter/meter-box shall be connected to the replacement water service with meter/meter-box per applicable City Standards.
            F. Each existing fire service connected to the Existing Parallel 4-inch 1212PZ Potable Water Mains shall be replaced with a new corresponding fire service connected to the new 12-inch 1212PZ Replacement Main per applicable City Standards. Once the 12-inch 1212PZ Replacement Main is installed, activated and placed into service by the City, the onsite Double Check Detector Assembly (DCDA) of the existing fire service shall be connected to the replacement fire service per applicable City Standards.
    c. Fire Hydrants: Fire Hydrants along Potable Water Mains shall be spaced a maximum of 300 feet apart or per Fire Department Standards/Requirements, whichever is closer.
        i. Proposed Fire Hydrants: Install two fire hydrants per city latest standards and to meet the requirement directly above.
11. Potable Water Service:
    a. Backflow Prevention:
        i. A Backflow Prevention Device is required for each Meter connected to the Public Potable Water System that: serves any residential use that is more than one (1) single family residential unit; or, any non-residential use; or, only irrigation use.

ii. Backflow Prevention Device Location: A Backflow Prevention Device location shall comply with the following requirements:

A. In order to reduce the risk of backflow contamination to the Public Potable Water System, the length of pipe between the Public Potable Water Main and the Backflow Device shall be as minimally short as possible.

1) Along Public Streets within Publicly Dedicated Right-of Way: as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the property line or back of sidewalk, whichever is closer.

2) Along Private Streets: as measured along the pipe connecting to the Backflow Prevention Device, the Backflow shall be located a minimum of 3 feet and a maximum of 5 feet from the backflow concrete pad to the meter box or back of sidewalk (or back of curb where there is no sidewalk), whichever is closer.

3) Only one single bend of up to 90 degrees maximum is allowed along the pipe to the Backflow and the single bend must be located at one of the following places: either the along the 90-degree riser connecting at the backflow assembly; or, at the end of the 12-inch stub at the back of the meter box.

4) All the minimum DDW Separations also apply to the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) and any Backflow Device (or DCDA). This also includes storm water quality improvements (infiltration, detention, retention, bioswale, etc). Also, no public or private non-potable water conveyances (private utilities, plumbing lines, sewer, private fire system, storm drain) shall cross the pipeline connecting between the Main/Meter-Box to a Backflow Device (or DCDA) or under any Backflow Device (or DCDA).

b. Domestic Service: For domestic water uses:

i. The domestic water service is to be installed off Belmont Street and not Phillips.

c. Irrigation Service: For landscape irrigation uses that are not served by Recycled Water, the landscape irrigation uses shall have a separate irrigation water service and meter with backflow prevention device connected to the Public Potable Water System separate from the domestic water uses and the onsite plumbing systems and irrigation systems shall be also separate from each other.

i. The irrigation service is to be installed off Belmont Street and not Phillips.

d. Fire Water Service: For onsite private Fire System uses:

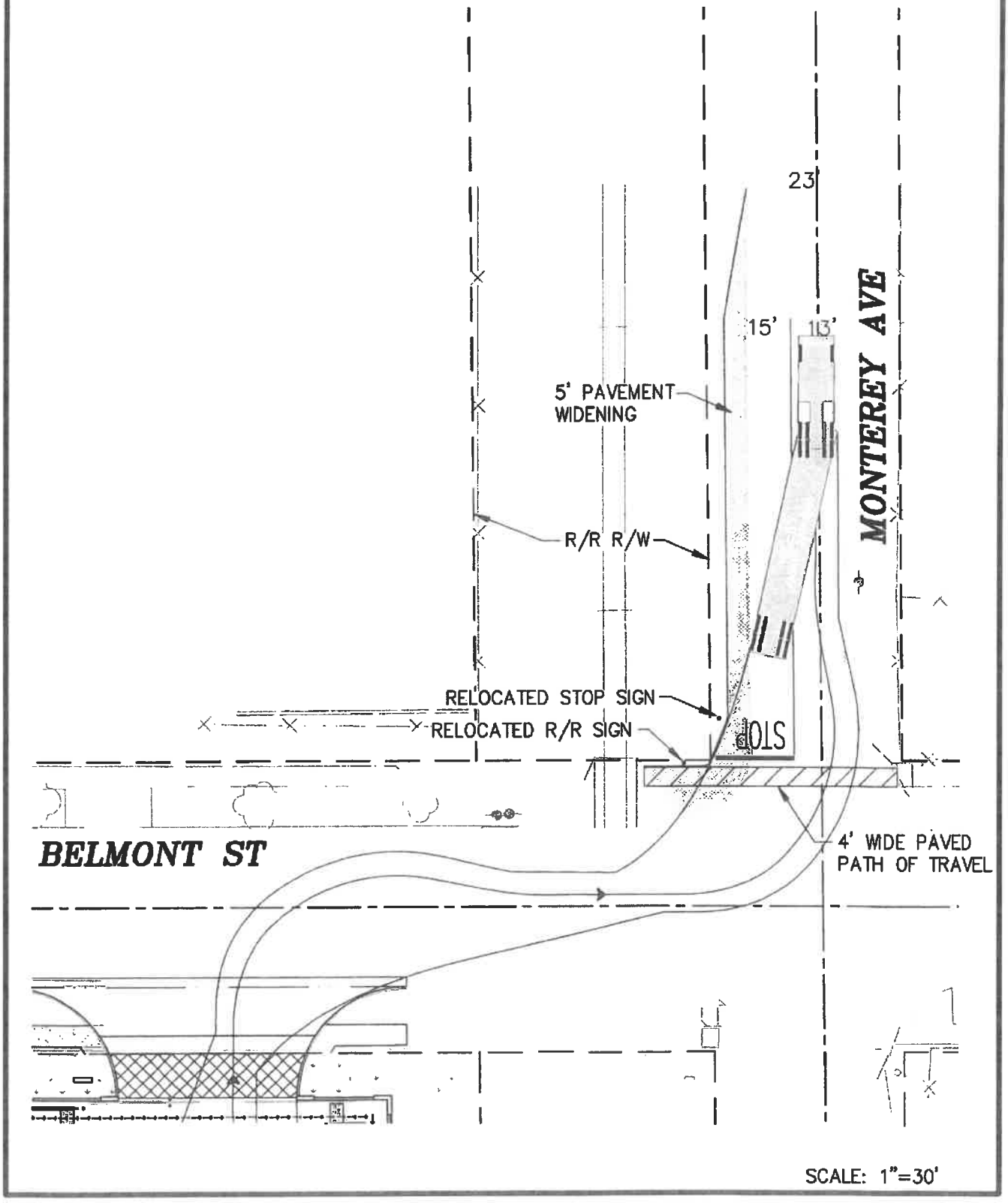
i. Where the domestic water service and meters connected to the Public Potable Water System that serves any use that is more than one (1) single family detached residential unit or any non-residential use: if an onsite private fire system is required, then a separate Fire Service with Double Check Detector Assembly (DCDA) per City Standard #4208 connected to the Public Potable Water System is required to serve the onsite private fire system; and, the onsite fire system and onsite domestic water plumbing system shall be separate. DCDAs are a type of Backflow prevention device.

ii. The DCDA service is to be installed off Belmont Street and not Phillips.

e. Relocated Services: For any existing service with appurtenances to be relocated, the service shall be abandoned back to the main connection and the service and appurtenances shall be installed new per related City Standards.

f. Protection of above ground public water appurtenances: For any above ground public water appurtenances (fire hydrants, blowoffs, airvacs, etc) that are behind non-raised curbs (no curb, 0" curb, roll curb, v-curb, or non-raised curb) or not far enough back from curb or in a curve return, install bollard protect posts per Standard #4303 as required by Ontario Municipal Utilities Company field staff.

IMPROVEMENT EXHIBIT FOR OFF-SITE TRUCK TURNING



CITY OF ONTARIO
MEMORANDUM

TO: **Lorena Mejia, Senior Planner**
Planning Department

FROM: **Mike Gerken, Deputy Fire Chief/Fire Marshal**
Fire Department

DATE: **October 25, 2021**

SUBJECT: **PDEV21-035 - A Development Plan to construct one industrial building totaling 60,455 square feet on 2.55 acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district (APNs: 1049-491-01, 1049-491-02, and 1049-491-03).**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2019 CBC Type of Construction: IIIB

B. Type of Roof Materials: Panelized

C. Ground Floor Area(s): 58,455 Sq. Ft.

D. Number of Stories: 1 Story w/ Mezzanine

E. Total Square Footage: 60,455 Sq. Ft.

F. 2019 CBC Occupancy Classification(s): S-1

CONDITIONS OF APPROVAL:

1.0 GENERAL

☒ 1.1 The following are the Ontario Fire Department ("Fire Department") requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards ("Standards.") It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at www.ontarioca.gov/Fire/Prevention.

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 2750 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.

☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

☒ 4.9 Hose valves with one and one half inch (1 ½") connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

5.0 BUILDING CONSTRUCTION FEATURES

☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.

☒ 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

6.0 OTHER SPECIAL USES

☒ 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.

☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.

CITY OF ONTARIO
MEMORANDUM

TO: **Lorena Mejia, Senior Planner**

FROM: **Officer Tony Galban, Police Department**

DATE: **October 28, 2021**

SUBJECT: **PDEV21-035- A DEVELOPMENT PLAN TO CONSTRUCT ONE INDUSTRIAL BUILDING TOTALING 60,455 SQUARE FEET, LOCATED AT THE AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET.**

The "Standard Conditions of Approval" contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below.

- Required lighting for all walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Associated letters shall also be included.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Officer Tony Galban at (909) 408-1006 with any questions or concerns regarding these conditions.

CITY OF ONTARIO
LANDSCAPE PLANNING DIVISION
303 East "B" Street, Ontario, CA 91764

CONDITIONS OF APPROVAL

Sign Off

Jamie Richardson, Sr. Landscape Planner	05/22/2023 Date

Reviewer's Name: **Jamie Richardson, Sr. Landscape Planner**	Phone: **(909) 395-2615**
D.A.B. File No.: PDEV21-035	Case Planner: Lorena Mejia

Project Name and Location:

Industrial Building
Southeast Corner of Sultana Avenue and Belmont Street

Applicant/Representative:

Herdman Architecture and Design (714) 389-2800 nina@herman-ad.com
16201 Scientific Way
Irvine, CA 92618

☒	**Preliminary Plans (dated 05/06/2023) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☐	**Preliminary Plans (dated) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE.
Landscape construction plans with plan check number may be emailed to:
landscapeplancheck@ontarioca.gov

Civil/ Site Plans

1. Monetary value of the trees proposed to be removed as identified in the "Guide for Plant Appraisal," approved certified arborist plant appraiser has been calculated at $10,090. Please submit a check in that amount made payable to the City of Ontario Historic Preservation Fund; note PDEV21-035.
2. Parkway tree locations shall be shown on plans where utilities are proposed. Parkway trees are 30' apart. Show and note a 10' total space, 5' clearance each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
3. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
4. Show and dimension transformers set back 5' from paving all sides. Coordinate with landscape plans.
5. Show and dimension backflow devices set back 4' from paving all sides. Locate on level grade
6. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
7. Show corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind corners. Show 5' sidewalk and 7' parkway within the right of way or as required by Engineering dept.
8. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.

9. Dimension all planters to have a minimum 5’ wide inside dimension.
10. Dimension, show and call out for step-outs at parking spaces adjacent to planters; a 12” wide monolithic concrete curb, DG paving or pavers with edging.
11. Show parking lot island tree planters 1 for every ten parking spaces and at each row end. There shall be one tree for every four spaces.
12. Show outdoor employee break area with table or bench and shade trees on the south and west sides.
13. Add Note to Grading Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12’x12’x18” deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4” layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans

14. Show backflow devices with 36” high strappy leaf shrub screening and trash enclosures and transformers, a 4’-5’ high evergreen hedge screening. Do not encircle utility, show as masses and duplicate masses in other locations at regular intervals.
15. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
16. Dimension all planters to have a minimum 5’ wide inside dimension with 6” curbs and 12” wide curbs where parking spaces are adjacent to planters.
17. Show outdoor employee break area with table or bench and shade trees on the south and west sides.
18. Replace Tulbaghia with Dianella.
19. Detail irrigation dripline outside of mulched root zone.
20. Verify the easement along the eastern property line; civil plans identify a water easement and the landscape plans not “SCE.” Provide additional trees maintaining required 7’ utility setback.
21. Provide additional background trees along Belmont Street; show trees at 2/3 matrure diameter.
22. Overhead spray systems shall be designed for plant material less than the height of the spray head.
23. Show minimum on-site tree sizes per the Landscape Development standards; see the Landscape Planning website. 5% 48” box, 10% 36 box, 30% 24” box, 55% 15 gallon.
24. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
25. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See http://www.ontarioca.gov/landscape-planning/standards
26. After a project’s entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

AIRPORT LAND USE COMPATIBILITY PLANNING
CONSISTENCY DETERMINATION REPORT

ONTARIO AIRPORT PLANNING

Project File No.: PDEV21-035
Address: SEC Sultana Ave and Belmont Street
APN: 1049-491-01, 02, 03
Existing Land Use: Vacant
Proposed Land Use: Development Plan to construct one industrial building totaling 60,455 SF
Site Acreage: 2.55 Proposed Structure Height: 45 FT
ONT-IAC Project Review: n/a
Airport Influence Area: ONT

Reviewed By: Lorena Mejia
Contact Info: 909-395-2276
Project Planner: Lorena Mejia
Date: 12/23/2021
CD No.: 2021-059
PALU No.: n/a

The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
○ Zone 1	○ 75+ dB CNEL	☐ High Terrain Zone	☑ Avigation Easement Dedication
○ Zone 1A	○ 70 - 75 dB CNEL	☑ FAA Notification Surfaces	☐ Recorded Overflight Notification
○ Zone 2	☑ 65 - 70 dB CNEL	☑ Airspace Obstruction Surfaces	○ Real Estate Transaction Disclosure
☐ Zone 3	☐ 60 - 65 dB CNEL	☑ Airspace Avigation Easement Area	
○ Zone 4		Allowable Height: 100 FT	
○ Zone 5			

The project is impacted by the following Chino ALUCP Safety Zones:

☐ Zone 1 ○ Zone 2 ☐ Zone 3 ○ Zone 4 ○ Zone 5 ○ Zone 6

Allowable Height: _____

CONSISTENCY DETERMINATION

This proposed Project is: ○ Exempt from the ALUCP ◉ Consistent ○ Consistent with Conditions ○ Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Airport Planner Signature: Lorena Mejia

CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING

MINUTES

July 25, 2023

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CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING

MINUTES

July 25, 2023

REGULAR MEETING: City Hall, 303 East B Street
Called to order by Chairperson DeDiemar at 6:30 PM

COMMISSIONERS Present: Chairperson DeDiemar**,** Vice-Chairperson Gage, Dean, Del Turco, Lampkin, and Ricci

Absent: Anderson

OTHERS PRESENT: Executive Director Community Development Murphy, Community Development Assistant Director Zeledon, City Attorney Guiboa, Senior Planner Mejia, Senior Planner Batres, Senior Planner Grahn, Assistant Planner Morales, Transportation Manager Bautista, and Planning Secretary Berendsen

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Gage.

ANNOUNCEMENTS

Mr. Zeledon stated there were no changes to the agenda and two correspondence received for Item C.

Mr. Lampkin made a statement regarding the opening of the new Target on Fourth Street and the need for more handicap parking spaces.

PUBLIC COMMENTS

No person from the public wished to speak at this time.

CONSENT CALENDAR ITEMS

Mr. Gage recused himself from Item A-01 and pulled Item A-03 from the Consent Calendar.

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of June 27, 2023, approved as written.

A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-034: A hearing to consider a Development Plan to construct a 33,363 square foot industrial building on 1.4 acres of land located at 621 South Mountain Avenue, within the IL (Light Industrial) zoning district. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed project is located within the

PLANNING COMMISSION ACTION

It was moved by Ricci, seconded by Gage, to adopt resolutions to approve the Conditional Use Permit, File No. PCUP22-023 and the Development Plan, File No., PDEV22-052, subject to conditions of approval. Roll call vote: AYES, Dean, DeDiemar, Del Turco, Gage, Lampkin, and Ricci; NOES, none; RECUSE, none; ABSENT, Anderson. The motion was carried 6 to 0.

C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV21-035: A public hearing to consider a Development Plan to construct a 59,984 square foot industrial building on 3.15 gross acres of land located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district. The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed Project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APN(s): 1049-491-01, 1049-491-02 and 1049-491-03) **submitted by Chartwell Real Estate Development. The Development Advisory Board recommended approval of this item on June 19, 2023, with an 8-0 vote.**

Senior Planner Mejia, presented the staff report. She stated that staff is recommending the Planning Commission to approve File No. PDEV21-035, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Lampkin wanted to clarify that the zoning has been industrial since 1940.

Mr. Zeledon stated yes.

Mr. Lampkin wanted to know what happened to allow that area to have the residential overlay for the area.

Mr. Zeledon responded.

Mr. Lampkin wanted to know if the non-conforming uses in the area was caused by the war, happening during that time.

Mr. Zeledon responded.

Mr. Lampkin wanted to clarify why other uses like residential or a park couldn't be put there, because of airport restrictions.

Mr. Zeledon responded.

Mr. Lampkin clarified the improvements the project would bring.

Mr. Zeledon stated yes.

Mr. Lampkin wanted to verify the number of trees.

Mr. Zeledon responded.

Mr. Lampkin wanted to clarify that setbacks will be around the whole building and verify the proposed landscape percentage.

Ms. Mejia responded.

Mr. Lampkin wanted to verify that the proposed landscape is over the landscape requirement.

Ms. Mejia stated yes.

Mr. Zeledon explained further.

Mr. Del Turco wanted to know if light industrial has set operating hours.

Ms. Mejia stated no.

Mr. Del Turco restrictions on 24 hours.

Ms. Mejia responded.

Mr. Zeledon stated the business could be 24 hours, but they could be restricted depending on the use, when the business license comes in. He explained what uses would be allowed in light industrial.

Mr. Del Turco wanted to know about evening lighting effecting the neighborhood.

Ms. Mejia responded and stated that no light spillage would impact the neighborhood, and would be contained on site.

Mr. Dean wanted to address the letter received in opposition that stated it was a plant that would effect the water, and have toxic fumes.

Zeledon responded.

Mr. Lampkin wanted to know about any feature installed to prevent trucks from going left on Belmont and outside the truck route.

Mejia responded.

PUBLIC TESTIMONY

Christine Adler spoke in favor of the project and stated there was no tenant at this time and that they would be willing to install porkchops from Belmont to detour truck turning left.

Ms. DeDiemar asked if she agreed with the Conditions of Approval.

Ms. Adler stated yes.

Chan Nguyen spoke in opposition of the project.

Nayeli Hoagland spoke in opposition of the project.

Art Delgado spoke regarding improvements on Monterey and traffic concerns.

Chris Robles spoke in opposition to the project, and stated CEQA is required for the project.

Ms. DeDiemar asked Mr. Zeledon to explain why CEQA doesn't apply.

Mr. Zeledon responded.

Mr. Gage wanted to know how they made the determination of trips.

Mr. Zeledon responded.

Ms. Adler rebutted to the public comment concerns.

Mr. Lampkin wanted to clarify that the property on the east of the project site is railroad property.

Ms. Adler stated that is correct.

Mr. Zeledon clarified further.

Mr. Lampkin stated that the area isn't part of the project and that could be addressed in the future.

As there was no one else wishing to speak, Chairperson DeDiemar closed the public testimony

Mr. Delgado stated he wished to make a comment.

Chairperson DeDiemar opened the public testimony

Mr. Delgado commented regarding that area being unsafe for pedestrian travel.

As there was no one else wishing to speak, Chairperson DeDiemar closed the public testimony

Mr. Gage wanted to know about sidewalks on streets that go North and South in the area.

Mr. Zeledon clarified.

Mr. Lampkin thanked the residents for coming forward.

Mr. Gage thanked the residents for coming forward, spoke in favor of the project.

PLANNING COMMISSION ACTION

It was moved by Gage, seconded by Lampkin, to adopt a resolution to approve a Development Plan, File No. PDEV21-035, subject to conditions of approval. Roll call vote: AYES, Dean, DeDiemar, Del Turco, Gage, Lampkin, and Ricci; NOES, none; RECUSE, none; ABSENT, Anderson. The motion was carried 6 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): Did not meet this month.

New Business

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

DIRECTOR'S REPORT

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DENYING AN APPEAL AND UPHOLDING THE PLANNING COMMISSION DECISION TO APPROVE FILE NO. PDEV21-035, A DEVELOPMENT PLAN TO CONSTRUCT A 59,984 SQUARE FOOT INDUSTRIAL BUILDING ON 3.15 GROSS ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF SULTANA AVENUE AND BELMONT STREET, WITHIN THE IL (LIGHT INDUSTRIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1049-491-01, 1049-491-02 AND 1049-491-03.

WHEREAS, CHARTWELL REAL ESTATE DEVELOPMENT ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV21-035, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 3.15 gross acres of land generally located at the southeast corner of Sultana Avenue and Belmont Street, within the IL (Light Industrial) zoning district and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the IL zoning district and is developed with a steel supplier yard. The property to the east is within the IL zoning district and is developed with a railroad. The property to the south is within the MDR-11 (Medium Density Residential) zoning district and is developed with Single Family Residential. The property to the west is within the LDR-5 (Low Density Residential) zoning district and is developed with Single Family Residential; and

WHEREAS, on October 12, 2021, the applicant submitted a Development Plan, File No. PDEV21-035, to construct a 59,984 square foot industrial building on the Project site; and

WHEREAS, the Planning Department held a community meeting on Thursday, March 10, 2022 between 6:00 PM to 7:00 PM at the Ontario Senior Center to discuss the proposed development. Planning staff, Engineering staff, translators and the applicant were in attendance during the community meeting. One resident attended the community meeting and had questions regarding the proposed project and site improvements and generally spoke in favor of the proposed project. Staff also received two e-mails from local property owners, one resident inquiring about the proposed project and the second resident’s e-mail did not support the proposed project. Staff also scheduled follow up meetings with residents who could not attend the community meeting, but residents did not attend the follow up meetings; and

WHEREAS, on June 19, 2023, the Development Advisory Board (“DAB”) of the City of Ontario conducted a hearing to consider Development Plan, File No. PDEV21-035. Concluding the hearing, the DAB voted to issue Decision No. DAB23-044, recommending the Planning Commission approve the Application; and

WHEREAS, on July 25, 2023, the Planning Commission of the City of Ontario conducted a public hearing to consider the project and the Development Advisory Board's recommendation. Following a presentation of staff's findings and after receipt of all public testimony, the Planning Commission addressed the applications, and concluded said hearing on that date, voting to issue Resolution No. PC23-064 to approve the Application by a vote of 6-0; and

WHEREAS, on August 4, 2023, CELINA LOPEZ (hereinafter referred to as "Appellant") on behalf of residents within the immediate vicinity of the Project, submitted an appeal of the Planning Commission's decision to approve File No. PDEV21-035. The basis of the Applicants appeal lies in their belief that the project was not properly noticed, and adequate environmental studies were not completed for the proposed Project. Additionally, the Appellant believes that the property should be re-zoned to a residential land use; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the Appeal; and

WHEREAS, pursuant to Development Code Section 2.04.010.B.2, an appeal of the Planning Commission's action is limited to those matters raised during the public hearing and contained in the Appeal statement. In acting on the Appeal, the Approving Authority (in this case, the City Council) cannot consider any matter or issue that was not raised during the public hearing and contained in the Appeal statement. The Appellant's appeal includes irrelevant and relevant statements, with no evidence to support their grounds for appeal. City Staff has reviewed the Appeal request and has provided the following responses to the Appeal:

a) Appellant Issue No. 1: Notices. The Appellant claims that public notices were vague and held a year prior to the July 25, 2023 Planning Commission Meeting. Although, one Community Meeting was held for the Project there should have been additional meetings and outreach.

   Staff Response: The noticing of the Project was done in compliance with the noticing requirements of State law and the Ontario Development Code. Division 2:03 – Public Hearing, Section 2.03.010; Public Hearing Notification which requires that all owners of real property located within 300 feet of the exterior boundaries of the property that is the subject of the hearing, as shown on the last equalized assessment roll, or records of the county assessor or tax collector if those records contain more recent information than the information contained on the assessment roll, shall be noticed. Public hearing notices were sent out on July 14, 2023, to all property owners and residents (tenants). To ensure community input from the surrounding residents notices were mailed to owners and residents beyond 500 feet of the Project site, in both English and Spanish.

   Appellants' claim that notices for the community meeting were vague and more than a year in advance of the Public Hearing are without legal merit. Additionally, the timing and content of the community meeting notices were not raised at the Public Hearing and therefore cannot be considered on appeal.

b) Appellant Issue No. 2: Safety. The Appellant claims that residents have concerns regarding the Project's impact to traffic.

Staff Response: The Project site is currently unimproved and the street frontage along Phillips Street lacks a sidewalk, parkway, and curb and gutter. The construction of the Project will result in the improvements for pedestrian and vehicle safety and access within the surrounding community. For all new developments, the City requires street frontage improvements (sidewalk, landscape parkway, curb/gutter, streetlights, and street widening) to be constructed where they are lacking. The Project is required to widen Phillips Street and construct and improve the sidewalk and landscape parkways along Sultana Avenue, Phillips Street, and Belmont Street. In addition, the Project will only be accessed from Belmont Street. No access will be taken from either Sultana Avenue or Phillips Street. The Project has been conditioned and designed to require all large trucks entering and exiting the site to use Monterey Avenue by way of Belmont Street. The truck routing has been designed to avoid through truck traffic within the residential neighborhoods, Sultana Avenue north to Mission Avenue and Belmont Street east to Campus Avenue. Trucks will not be allowed to use Sultana Avenue or Phillips Street. Further, the subject site is presently vacant, and any new development will generate new vehicle trips over what is existing. The Engineering Department's Traffic Division has reviewed the Project for access and circulation and does not anticipate traffic to increase beyond the traffic that currently exists on Sultana Avenue, Belmont Street, Phillips Street, and the surrounding areas.

Furthermore, a Trip Generation and VMT Assessment was completed by Gandini (Dated: February 9, 2022) and concluded that Project is forecast to generate approximately 159 daily Passenger Car Equivalent (PCE) trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour. The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario. The proposed project meets the County-established criteria for project type screening results in a less than significant VMT impact. In comparison, a typical single-family home averages 9.4 vehicle trips per day, if the Project site was developed with single family homes the site would accommodate up to 15 units and generate 141 trips per day and up to 282 trips per day if each property developed an Accessory Dwelling Unit.

c) Appellant Issue No. 3: Health. The Appellant claims the Project contradicts and affects the current grants the City of Ontario has received from Kaiser Permanente (Ontario HEAL Zone), Strategic Growth Council (Ontario Together Transformative Climate Communities Project) and Caltrans (Ontario Active Transportation Master Plan).

Staff Response: The proposed project is within active grant and planning efforts including the Kaiser Permanente HEAL Grant, Transformative Climate Communities (TCC) Grant, and Ontario Active Transportation Master Plan with each effort in support of improving overall Quality of Life. The Kaiser Permanente HEAL Grant funding is focused specifically on achieving long-term sustainable reductions in obesity and related chronic illnesses, including diabetes and heart disease. The Transformative Climate Communities (TCC) Grant is funded through

the state Cap-and-Trade program for community supported projects including sustainable housing, transportation, and infrastructure that are targeted to reduce greenhouse gases, improve health, and support economic and health benefits in California's most disadvantaged communities. The Ontario Active Transportation Master Plan has been developed to identify and prioritize the walking, biking, access to transit, and safe routes to school needs in Ontario. Community members provide input that will help to guide the development of the plan. The intent is to engage community members in the plan-making process, collect and analyze data, evaluate, and forecast demand, and develop Safe Routes to School (SRTS), pedestrian, and bicycle improvement recommendations. City staff has worked with the community to secure program funding in support of park improvements, community gardens, education and physical activity classes, civic engagement training, walk audits, partnerships with the Police Department's Neighborhood Watch program, and SRTS Active Transportation grants. It should be noted that these programs have no standing as to local land use regulations; however, the Project does affect the spirit of the Grants' intent to encourage the community to participate in shared decisions that impact the neighborhood's quality of life. In addition, the Project will be required to widen Philips Street and construct and improve the sidewalk and landscape parkways along Sultana Avenue, Phillips Street and Belmont Street, which will improve connectivity and walkability of the neighborhood.

Additionally, the availability and use of grant funds was not raised at the Public Hearing and therefore cannot be considered on appeal.

d) Appellant Issue No. 4: Air Quality. The Appellant claims that residents are concerned with air quality and pollution generated from the trucks and vehicles. The project was exempt from CEQA and other environmental reports and proper environmental assessments were not completed.

Staff Response: The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines. The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 3.15 acres less than the five-acre threshold and is substantially surrounded by urban land uses. The Project site has no value as habitat for endangered, rare, or threatened species. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Also, the site is adequately served by all required utilities and public services.

An Air Quality Analysis, Energy Analysis, Global Climate Change Analysis and Health Risk Assessment was completed by Gandini (Dated: February 24, 2022). The Air Quality Analysis concluded that the nearest sensitive receptors to the Project site include existing single-family residential located approximately 50 feet to the south (across Phillips Street), 60 feet to the west (across Sultana Avenue), and 85 feet to the east (across the Union Pacific rail line and Monterey Street). Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Analysis also found

that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Also, the Project site is currently located within the Industrial land use district of the Policy Plan Land Use Map. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

e) Appellant Issue No. 5: Noise. The Appellant claims that residents are concerned with noise levels generated by trucks and future tenants.

Staff Response: A Noise Impact Analysis was completed by Gandini (Dated: March 4, 2022) and concluded that noise impacts would be less than significant. Construction noise sources are regulated within Section 5.29-09 of the City of Ontario's Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The Project includes the construction of 14-foot-high concrete screen walls around the loading/unloading area of the proposed warehouse. The peak hour operational noise levels would range between 34 to 42 dBA to the nearest residential property lines from the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA or the nighttime residential standard of 45 dBA as set forth in the City's Municipal Code. Therefore, impacts associated with project operational noise would be less than significant. Also, the Project site is located within the 65-70 dBA CNEL Noise Impact Zone of Ontario International Airport (ONT), and a warehouse use is considered a compatible use within ONT's 65-70 dBA CNEL Noise Impact Zone.

f) Appellant Issue No. 6: Zoning. The Appellant claims that residents would like City Council to consider re-zoning the property to low-density residential that would eliminate any industrial or warehouses uses in close proximity to residential and other sensitive land uses.

Staff Response: City records show that the project site has been zoned industrial since 1947. The Policy Plan (General Plan) land use designations surrounding the site are Industrial to the north, Low Density Residential/Industrial Overlay to the east, Low Density Residential to the south, and Low Medium Density Residential to the west. The project site zoned IL (Light Industrial). The IL zoning district was established to accommodate lighter manufacturing and assembly activities, storage and warehousing activities, and other similar uses developed at a maximum intensity of 0.55 FAR. This zoning district is typically located within 500 feet of residentially zoned properties, public parks and schools, and mixed-use properties having a residential component. The IL district is intended to serve as a buffer between residentially zoned areas and heavier industrial zoning districts. Allowed uses are expected to have little or no impacts on nearby residential uses with regard to noise, odor, or hazards. The IL zoning district is consistent with, and implements, the Industrial land use designations of the Policy Plan component of The Ontario Plan.

The land uses within the vicinity of Project site consist of a combination of industrial, residential, and nonconforming residential land uses. The residential properties located within the vicinity of the Project site are presently impacted by aircraft noise from Ontario International Airport. The Project site is located within the 65-70 dB CNEL noise impact zone of Ontario International Airport and establishing new residential land uses is not a compatible or allowable land use. The properties to the east of the Project site are located within the Policy Plan's Industrial Overlay Zone, which is an area that is affected by noise and safety impacts from Ontario International Airport. The Industrial Overlay allows residential uses to transition to an industrial land use if an entire block can be assembled in order to remove sensitive land uses within areas of the City most severely impacted by Ontario International Airport. Over the past 30 years, the City has worked with other governmental agencies and has applied for grants to purchase residential properties, relocate households, transition land uses to be compatible with the Airport, and insulate homes to reduce interior noise levels within high noise impact zones.

WHEREAS, on September 19, 2023, the City Council of the City of Ontario conducted a hearing to consider an appeal of the Planning Commission's decision to approve the project, and concluded said hearing on that date; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the City Council of the City of Ontario, as follows:

SECTION 1. ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the City Council, the City Council finds as follows:

(1) The administrative record has been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, which consists of:

(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.* The proposed Project is located within the Industrial land use designation of the Policy Plan (general plan) Land Use Map, and the IL (Light Industrial) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the IL (Light Industrial) zoning district.

(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 is proposed within the established boundaries of the City of Ontario, on a Project site totaling 3.15-acres of land, which is surrounded by established development on all sides and consists of a mix of industrial and residential and uses.

(c) *The Project site has no value as habitat for endangered, rare, or threatened species.* The site is located in an urbanized area and is currently vacant and has regularly been cleared and grubbed, and as such not suitable habitat for any 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 proposed industrial development is similar to, and of no greater impact than other allowed uses and development projects within the IL (Light Industrial) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development, and performance standards, and as demonstrated in the following studies (Attachment A – Environmental Studies):

(i) An Air Quality Analysis, Energy Analysis, Global Climate Change Analysis and Health Risk Assessment was completed by Ganddini (Dated: February 24, 2022) and concluded the following:

- Air Quality – The Air Quality Analysis concluded that the nearest sensitive receptors to the Project site include existing single-family residential located approximately 50 feet to the south (across Phillips Street), 60 feet to the west (across Sultana Avenue), and 85 feet to the east (across the Union Pacific rail line and Monterey Street). Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The Air Analysis also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Also, the Project site is currently located within the Industrial land use district of the Policy Plan Land Use Map. The project proposes to develop the site with 59,984 square feet of industrial use. Therefore, the proposed project is consistent with the City's land use designation. The proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

- Energy – The Energy Impact Analysis concluded that the Project is compliant with the California Building Standards Code Title 24 energy efficiency requirements (CalGreen). The project would provide for, and promote, energy efficiencies required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other industrial uses of similar scale and intensity that are constructed and operating in California. On this basis, the project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Energy Impacts are considered to be less than significant.

- Global Climate Change – The Project-related GHG emissions would not exceed the City of Ontario Community Climate Action Plan/SCAQMD screening threshold of 3,000 MTCO2e per year. Furthermore, the Project would not conflict with the goals of AB-32, SB-32, or the City of Ontario Community Climate Action Plan and CARB Scoping Plan; therefore, the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases and impacts are considered to be less than significant.

- Health Risk Assessment – The proposed Project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the proposed project. According to the SCAQMD's MATES-V study, the Project has an estimated multi-pathway cancer risk of 567 in one million and an inhalation cancer risk of 535 in one million. In comparison the average multi-pathway cancer risk for the South Coast Air Basin portion of San Bernardino County is 471 in one million and the inhalation cancer risk is 439 in a million. This increased cancer risk at the site is largely due to the proximity to the Union Pacific Railroad Company (UP) rail line, State Route 60 (SR-60), and Interstate 10 (I-10) Freeway. According to SCAQMD methodology, health

effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology. The Project’s maximum incremental cancer risk (MICR) does not exceed 10 in a million at any sensitive receptor location, the on-going operation of the proposed project would result in a less than significant impact due to the cancer risk from diesel emissions created by the proposed project.

(ii) Noise Impact Analysis - A Noise Impact Analysis was completed by Gandini (Dated: March 4, 2022) and concluded that noise impacts would be less than significant. Construction noise sources are regulated within Section 5.29-09 of the City of Ontario’s Municipal Code which allows construction activities to take place between the hours of 7:00 AM and 6:00 PM weekdays and 9:00 AM to 6:00 PM weekends, excluding federal holidays. The Project includes the construction of concrete 14-foot-high screen walls around the loading/unloading area of the proposed warehouse. The peak hour operational noise levels would range between 34 to 42 dBA to the nearest residential property lines from the project site. Therefore, project operational noise will not exceed either the exterior daytime residential standard of 65 dBA or the nighttime residential standard of 45 dBA as set forth in the City’s Municipal Code. Therefore, impacts associated with project operational noise would be less than significant. Also, the Project site is located within the 65-70 dBA CNEL Noise Impact Zone of Ontario International Airport (ONT), and a warehouse use is considered a compatible use within ONT’s 65-70 dBA CNEL Noise Impact Zone.

(iii) Trip Generation and VMT (Vehicle Miles Traveled) Assessment – A Trip Generation and VMT Assessment was completed by Gandini (Dated: February 9, 2022) and concluded that Project is forecast to generate approximately 159 daily Passenger Car Equivalent (PCE) trips, including 9 PCE trips during the AM peak hour and 15 PCE trips during the PM peak hour. The proposed project does not warrant preparation of a transportation impact study with Level of Service analysis based on the County-established screening criteria as used by the City of Ontario. The proposed project meets the County-established criteria for project type screening results in a less than significant VMT impact.

(iv) Water Quality - A Preliminary Water Quality Management Plan ("PWQMP"), was prepared which establishes the Project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development ("LID") best management practices ("BMPs"), such as retention and infiltration, biotreatment, and evapotranspiration.

(e) *The site can be adequately served by all required utilities and public services.* All necessary wet and dry utilities exist or will be constructed within the public street and will be readily available for connection; and

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

(4) The determination of CEQA exemption reflects the independent judgment of the City Council.

SECTION 2. ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Housing Element Sites Inventory contained in Tables B-1 and B-2 of the Housing Element Technical Report.

SECTION 3. ***Ontario International Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project is consistent with the policies and criteria set forth within the ONT ALUCP.

SECTION 4. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 3, above, the City Council hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Industrial land use district of the Policy Plan Land Use Map, and the IL (Light Industrial) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the IL (Light Industrial) zoning district, including standards relative to the particular land use proposed (warehouse), as-well-as building intensity, building, and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls, and obstructions; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Development Code are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Development Code; and

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development*****.** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Development Code that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (warehouse). As a result of this review, the Planning Commission has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Development Code.

SECTION 5. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the City Council hereby UPHOLDS the Planning Commission's decision to approve the herein described project, File No. PDEV21-035.

SECTION 6. ***Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 7. ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 8. ***Certification to Adoption.*** The City Clerk shall certify to the adoption of the Resolution.

PASSED, APPROVED, AND ADOPTED this 19th day of September 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held September 19, 2023, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held September 19, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)