# City of Corona

*400 S. Vicentia Ave.*
*Corona, CA 92882*

## Planning and Housing Commission Meeting Agenda

**Monday, July 12, 2021**

**Council Chambers - 6:00 p.m.**

**Craig Siqueland, Chair**
**Karen Alexander, Vice Chair**
**Diana Meza, Commissioner**
**Bridget Sherman, Commissioner**
**Matt Woody, Commissioner**

## CALL TO ORDER

## PLEDGE OF ALLEGIANCE

## COMMUNICATIONS FROM THE PUBLIC

*Persons wishing to address the Planning and Housing Commission are requested to state their name for the record. This portion of the agenda is intended for public comment. State law prohibits the Planning and Housing Commission from discussing or taking action on items not listed on the agenda. The Planning and Housing Commission will appreciate your cooperation in keeping your comments brief. Please observe a three minute limit to communications.*

## MEETING MINUTES

**1. MINUTES -** Approval of minutes for the Planning and Housing Commission meeting of Monday June 21, 2021.

***Attachments:*** Planning and Housing Commission minutes - DRAFT

## CONSENT ITEMS

## PUBLIC HEARINGS

*(Items listed below are advertised as public hearings requiring review by the Planning and Housing Commission.)*

**2.** **PUBLIC HEARING -** SPA2021-0001: Specific Plan Amendment 2021-0001 to the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in Planning Areas 1 and 2 of the Light Industrial Zone generally located at the northwest corner of Temescal Canyon Road and Tom Barnes Street. (Applicant: Latitude Business Park, LLC)

**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of SPA2021-0001 to the City Council, based on the findings contained in the staff report and the conditions of approval.

***Attachments:***

Staff Report

Exhibit 1 - Locational and Zoning Map

Exhibit 2 - Proposed Amendment

Exhibit 3 - Conditions of Approval

Exhibit 4 - Copy of Corona Municipal Code Chapter 17.44 Land Use Table

Exhibit 5 - SPA2021-0001 Initial Study-Mitigated Negative Declaration

Exhibit 6 - Updated Air Quality Assessment dated June 2, 2021

Exhibit 7 - Updated Operational Health Risk Screening dated June 2, 2021

Exhibit 8 - Trip Generation Assessment dated June 18, 2021

Exhibit 9 - Updated Noise Analysis dated June 2, 2021

Exhibit 10 - Updated Greenhouse Gas Emissions dated June 2, 2021

Exhibit 11 - Updated Energy Use and Conservation Update dated June 2, 2021

Exhibit 12 - Applicant's letter dated May 24, 2021

Exhibit 13 - Latitude Business Park MND adopted April 1, 2020 available at https://www.coronaca.gc

**3.** **PUBLIC HEARING -** GPA2020-0003: General Plan Amendment 2020-0003 is an application to amend the General Plan land use designation of 17.02 acres from Low Density Residential (3 to 6 dwelling units per acre) to Medium Density Residential (6 to 15 dwelling units per acre) on 8.07 acres and to General Commercial on 8.95 acres located on the southwest side of Foothill Parkway across from the intersection at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc.)

**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of GPA2020-0003, to the City Council based on the findings contained in the staff report and the conditions of approval, and adopt Resolution No. 2571 granting GPA2020-0003 as part of Cycle 1 of General Plan Amendments for 2021.

***Attachments:***

Staff Report

Exhibit 1 - Resolution No. 2571

Exhibit 2 - Locational & Zoning Map

Exhibit 3 - General Plan Amendment

Exhibit 4 - Conditions of Approval

Exhibit 5 - Environmental Documentation

**4.** **PUBLIC HEARING -** CZ2020-0002: Change of Zone 2020-0002 is an application to change the zoning on 17.02 acres from Agricultural to Multiple Family Residential on 8.07 acres and to General Commercial on 8.95 acres located on the southwest side of Foothill Parkway across from the intersection at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc.)

**That the Planning and Housing Commission** recommend APPROVAL of CZ2020-0002 to the City Council, based on the findings contained in the staff report.

***Attachments:***

Staff Report

Exhibit 1 - Locational & Zoning Map

Exhibit 2 - Proposed Change of Zone

Exhibit 3 - Proposed General Plan Land Use Plan

Exhibit 4 - Conditions of Approval

Exhibit 5 - Environmental Documentation

Exhibit 6 - Legal Description of the Change of Zone Project Site

**5.** **PUBLIC HEARING -** TTM 37691: Tentative Tract Map application to subdivide 17.02 acres into two lots for condominium purposes in the General Commercial and Multiple Family Residential zones proposed by Change of Zone 2020-0002, located on the west side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc.)

**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and APPROVAL of TTM 37691 to the City Council, based on the findings contained in the staff report and conditions of approval.

***Attachments:***

Staff Report

Exhibit 1 - Locational & Zoning Map

Exhibit 2.A - Tentative Tract Map 36791

Exhibit 2.B - Conditions of Approval

Exhibit 2.C - Site Plan Proposed by PP2020-0005

Exhibit 2.D - Applicant's letter, dated April 9, 2021, regarding the subdivision

Exhibit 2.E - Neighborhood Informational Flyer

Exhibit 3 - Environmental Documentation

**6. PUBLIC HEARING -** CUP2020-0001: Conditional Use Permit application to establish 78 residential condominiums on 8.07 acres in the R-3 zone proposed by Change of Zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc.)

**That the Planning and Housing Commission** adopt Resolution No. 2573 GRANTING CUP2020-0001, based on the findings contained in the staff report and conditions of approval.

***Attachments:***

Staff Report

Exhibit 1 - Resolution No. 2573

Exhibit 2 - Locational & Zoning Map

Exhibit 3.A - Site Plan

Exhibit 3.B - Conditions of Approval

Exhibit 3.C - Preliminary Grading Plan

Exhibit 3.D - Floor Plans

Exhibit 3.E - Elevation Plans

Exhibit 3.F - Renderings of Residential Buildings

Exhibit 3.G - Landscaping, Fences and Walls, and Signage

Exhibit 3.H - Retaining Wall Details

Exhibit 3.I - Neighborhood Informational Meeting Flyer

Exhibit 3.J - Applicant's letter, dated April 9, 2021

Exhibit 4 - Environmental Documentation

**7.** **PUBLIC HEARING -** PP2020-0005: Precise Plan application is for the review of 25,715 square feet of commercial retail, service and food space on 8.95 acres in the C-3 (General Commercial) zone proposed by change of zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc.)

**That the Planning and Housing Commission** adopt Resolution No. 2572 GRANTING PP2020-0005 based on the findings contained in the staff report and conditions of approval.

***Attachments:***

Staff Report

Exhibit 1 - Resolution No. 2572

Exhibit 2 - Locational & Zoning Map

Exhibit 3.A - Site Plan

Exhibit 3.B - Conditions of Approval

Exhibit 3.C - Preliminary Grading Plan

Exhibit 3.D - Coffee Shop Plans (Bldg A1)

Exhibit 3.E - Retail & Bike Shop Building Plans (Bldg A2)

Exhibit 3.F - Multitenant Building Plans (Bldg A3)

Exhibit 3.G - Foodhall Plans (Bldg B)

Exhibit 3.H - Renderings

Exhibit 3.I - Landscaping, Fences and Walls

Exhibit 3.J - Signage

Exhibit 3.K - Retaining Wall Details

Exhibit 3.L - Neighborhood Informational Meeting Flyer

Exhibit 3.M - Applicant's letter, dated April 9, 2021

Exhibit 4 - Environmental Documentation

## WRITTEN COMMUNICATIONS

## ADMINISTRATIVE REPORTS

*Report by Director, Joanne Coletta*

## PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

## ADJOURNMENT

*The next meeting of the Planning and Housing Commission is scheduled for Monday, July 26, 2021, commencing at 6:00 p.m. in the City Council Chambers, 400 S. Vicentia Avenue.*

*Corona City Hall Online, All the Time- www.CoronaCA.gov*

*NOTICE TO THE PUBLIC:*

*If you challenge any items on the agendas 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 Planning and Housing Commission at or prior to this public hearing.*

*Agendas for all Planning and Housing Commission meetings are posted at least 72 hours prior to the meeting in the entry way at City Hall. A complete agenda packet is available for public inspection during business hours at the Community Development Department. Any materials relating to an item on the agenda which are distributed to all, or majority of all, members of the Planning and Housing Commission after the posting of the agenda will also be available at the same time for public inspection during business hours at the Community Development Department.*

*Written communications from the public for the agenda must be received by the Community Development Department seven (7) days prior to the Planning and Housing Commission meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the ADA Coordinator at (951) 736-2235. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

*MEETING IS BEING RECORDED*

# City of Corona

*400 S. Vicentia Ave.*
*Corona, CA 92882*

## Planning and Housing Commission Minutes - Draft

**Monday, June 21, 2021**

**Council Chambers - 6:00 p.m.**

**Craig Siqueland, Chair**
**Karen Alexander, Vice Chair**
**Diana Meza, Commissioner**
**Bridget Sherman, Commissioner**
**Matt Woody, Commissioner**

## ROLLCALL

**Present** 5 - Vice Chair Karen Alexander, Chair Craig Siqueland, Commissioner Diana Meza, Commissioner Bridget Sherman, and Commissioner Matt Woody

## CALL TO ORDER

Chair Siqueland called the meeting to order.

## PLEDGE OF ALLEGIANCE

Vice Chair Alexander led the Pledge of Allegiance.

## COMMUNICATIONS FROM THE PUBLIC

None.

## MEETING MINUTES

**These minutes were approved.**

**1.** Approval of minutes for the Planning and Housing Commission meeting of Monday, May 24, 2021.

***Attachments:*** Planning and Housing Commission minutes - DRAFT

**A motion was made by Vice Chair Alexander, seconded by Commissioner Sherman, that these minutes be approved. The motion carried by the following vote:**

**Aye:** 4 - Vice Chair Alexander, Commissioner Meza, Commissioner Sherman, and Commissioner Woody

**Abstain:** 1 - Chair Siqueland

## CONSENT ITEMS

None.

## PUBLIC HEARINGS

**2.** **PPM2020-0004**: A precise plan modification to demolish an existing 2,056 square foot convenience store and construct a new 3,628 square foot convenience store, reconfigure the parking lot and landscaping, and add new signage for an existing Shell gas station located at 230 S. Lincoln Avenue in the C-3 (General Community Commercial) zone. (Applicant: Adan Madrid with ASI Development, 5932 Bolsa Avenue, Suite 107, Huntington Beach, CA 92649).

***Attachments:*** Staff Report

Exhibit 1 - Resolution No. 2570

Exhibit 2 - Locational Zoning Map

Exhibit 3.A - Site Plan

Exhibit 3.B - Conditions of Approval

Exhibit 3.C - First Floor Plan

Exhibit 3.D - Second Floor Plan

Exhibit 3.E - Elevations

Exhibit 3.F - Color Street Scape View Rendering

Exhibit 3.G - Roof Plan

Exhibit 3.H - Trash Enclosure Plan

Exhibit 3.I - Photographs of existing & proposed signs

Exhibit 3.J - Conceptual Landscape Plan

Exhibit 3.K - Applicant's letter dated December 29, 2020

Exhibit 4 - Environmental Documentation

Powerpoint Presentation

Lupita Garcia, Associate Planner, reviewed the staff report and exhibits for PPM2020-0004.

Discussion ensued between city staff, the Commissioners and applicant, Adan Madrid with ASI Development, regarding set backs on the north and west side of the building, public safety, use of the second floor, the freeway sign cabinets and aesthetics, designated employee parking, the roof line of the gas station, and the trash enclosure. The applicant stated he is open to discussing modifications. Commissioner Woody expressed his concern with the safety of the residential apartment complex located west of the project, conversations he had with apartment residents, and materials stored at the rear of the gas station. He requested that lighting and surveillance cameras be added to the alleyway to keep nearby residents safe.

Joe Morgan, resident, expressed his concern about not seeing a second floor elevator, specifically related to accessibility improvements. He would like to see old freeway signs brought up to current design standards.

**A motion was made Commissioner Woody to continue the item to the first meeting in August. Motion did not receive a second. An alternative motion was made by Commissioner Meza, seconded by Chair Siqueland, that the Planning and Housing Commission adopt Resolution No. 2570 granting PPM2020-0004 based on the findings contained in the staff report and conditions of approval, with the added conditions #16, #17, #18, #19, #20, #21 and #22 under the Planning Division that state: At the time of building permit plan check submittal, the applicant shall submit a photometric analysis to ensure that the property has adequate exterior lighting for security purposes; The applicant shall submit a security camera plan for the exterior of the property to the Community Development Department for review; the**

**second-floor office area shall be restricted to staff and employees associated with the convenience store and gas station and shall not be sublet to another tenant or any other use; The applicant shall enhance the upper portion of the building's façade with an additional feature to create a break in the design of the flat roof line; Prior to receiving a final on the sign permit, the applicant shall encase or frame the overall display area for the freeway sign, and the frame shall fill in the space on both sides of the Shell and 7-11 sign cabinets to meet the width of the McDonald's sign cabinet, to create a more uniformed look for the display area; Prior to receiving a final on the sign permit, the applicant shall refinish and repaint the freeway sign poles; prior to receiving a final on the sign permit, the applicant shall install security fencing around the base of the freeway sign to control unwanted access to the sign poles; the trash enclosure gates shall not open or encroach into the alley, and per the trash enclosure exhibit provided in the staff report, the trash enclosure shall be fully enclosed to prevent openings to prevent loitering, dumping and camping. The motion carried by the following vote:**

**Aye:** 4 - Vice Chair Alexander, Chair Siqueland, Commissioner Meza, and Commissioner Sherman

**Nay:** 1 - Commissioner Woody

## WRITTEN COMMUNICATIONS

None.

## ADMINISTRATIVE REPORTS

**3.** Housing Element Update 2021-2029 Draft Document

***Attachments:*** Staff Report

Housing Element Update 2021-2029 Draft

Powerpoint Presentation

Joanne Coletta, Director, presented a report on the Housing Element Update for the planning period of 2021-2029. Discussion ensued with the Commissioners in regards to how the locations are chosen for housing and potential rezoning.

Joe Morgan, resident, expressed that housing should be more spread out throughout the city, not just near public transportation.

## PLANNING AND HOUSING COMMISSIONERS' REPORTS AND COMMENTS

None.

## ADJOURNMENT

Chair Siqueland adjourned the meeting at 7:57 p.m. to the Planning and Housing Commission meeting of Monday, July 12, 2021, commencing at 6:00 p.m. in the City Hall Council Chambers.

**File #:** 21-0641

**PLANNING AND HOUSING COMMISSION**
**STAFF REPORT**

DATE: 7/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**SPA2021-0001**: Specific Plan Amendment 2021-0001 to the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in Planning Areas 1 and 2 of the Light Industrial Zone generally located at the northwest corner of Temescal Canyon Road and Tom Barnes Street. (Applicant: Latitude Business Park, LLC)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of SPA2021-0001 to the City Council, based on the findings contained in the staff report and the conditions of approval.

**BACKGROUND**
Planning Areas (PA) 1 and 2 of the El Cerrito Specific Plan (SP91-2) is the project location of the Latitude Business Park. Latitude Business Park covers 74.80 acres in PA 1 and PA 2 located at the northwest corner of Temescal Canyon Road and Tom Barnes Street. The Latitude Business Park is an already approved project that is currently under construction. The Latitude Business Park was previously approved by the city by a precise plan application (PP2019-0001) that reviewed 15 buildings having a total combined building area of 1,074,771 square feet on the approximately 75-acre site. Additionally, a parcel map application (PM 37608) was processed on the property to create 13 lots. An environmental analysis in accordance with the California Environmental Quality Act (CEQA) was also prepared in conjunction PP2019-0001 and PM 37608 to evaluate environmental conditions and potential impacts associated with the construction and operation of the project. The Corona City Council at its meeting on April 1, 2020, adopted the Mitigated Negative Declaration (SCH# 2020019017) and approved PP2019-0001 and PM 37608 prepared for the Latitude Business Park, as recommended by the Planning and Housing Commission at their meeting on February 24, 2020.

The Latitude Business Park Mitigated Negative Declaration (MND) did not include an evaluation of cold storage warehouse in the areas of air quality, greenhouse gas emissions, transportation and energy efficiency. A condition of approval was added to PP2019-0001 for the Latitude Business Park that said, *The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act*.

Previous Specific Plan Amendment (SPA2020-0001)
Pursuant to the condition of approval for the Latitude Business Park, SP91-2 was amended by SPA2020-0001 to prohibit cold storage warehouse in the LI zone unless a specific plan amendment in addition to an environmental analysis under CEQA is prepared to assess air quality emissions and health risks from business operations and transportation involving Transportation Refrigeration Units. SPA2020-0001 was adopted by the City Council on September 16, 2020, via Ordinance 3320.

The developer of the Latitude Business Park has since started construction on the project site. The project site has been entirely graded and several of the buildings are currently under construction. The developer now has interest from tenants to occupy the buildings with cold storage warehouse operations.

Proposed Specific Plan Amendment (SPA2021-0001)
The developer of the Latitude Business Park is proposing to amend the specific plan to add cold storage warehouse up to a combined floor area of 175,000 square feet between Planning Areas 1 and 2 in the LI zone as a permitted land use, which is in Section 12.11.2 (A) and (B) of SP91-2. The amendment will also remove cold storage warehouse as a prohibited use in Section 12.11.2 (D). This is the reason for SPA2021-0001.

Previous Environmental Analysis
The previous Latitude Business Park MND adopted on April 1, 2020, covered the entire project, which included project construction and project operation. At the time of the preparation of the Latitude Business Park MND, the project site was vacant and undeveloped. The project has since progressed based on project approvals and is currently under construction. The proposed amendment, SPA2021-0001, does not change the site design approved for the project, the total combined building square footage, or the number of buildings. The architectural design of the buildings remains the same in addition to the landscape coverage, parking lot design and circulation access points. The purpose of SPA2021-0001 is to assess the project's operational changes associated with cold storage warehouse, which was not previously analyzed. The MND associated with SPA2021-0001 will therefore focus its discussion on air quality and health risk, transportation, noise, greenhouse gas emissions and energy use and conservation. (Exhibit D)

## PROPOSED SPECIFIC PLAN AMENDMENT

SPA2021-0001 is an application to amend the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in the Light Industrial (LI) Zone. The amendment proposes to amend the

permitted uses for PA 1 and PA 2 listed in Section 12.11.2 of SP91-2. PA 1 and PA 2 are both zoned LI and allow for various industrial and manufacturing land uses.

The proposed amendment is shown below in the redline changes to Section 12.11.2 of SP91-2.

**12.11.2 <u>Permitted uses and Development Standards.</u>**

The LI, Light Industrial District shall be subject to the provisions of CMC Title 17, Chapter 17.44, Industrial Zones- M-1 Zone, and the Community Development Department's Commercial and Industrial Design Guidelines, with the following exceptions:

A. <u>Permitted Uses in PA-1 of the LI District:</u>

The following uses shall be permitted in PA-1 in addition to those uses listed in CMC Title 17, Chapter 17.44.030:…

*<u>Cold storage warehouse (up to a combined floor area of 175,000 square feet between Planning Areas 1 and 2) provided that the building includes electric power plugs that will power Transportation Refrigeration Units when parked at the loading docks. [SPA2021-0001].</u>*

B. <u>Permitted Uses in PA-2 of the LI District:</u>

The following uses shall be permitted in PA-2, in addition to those uses listed in CMC Title 17, Chapter 17.44.030:…

*<u>Cold storage warehouse (up to a combined floor area of 175,000 square feet between Planning Areas 1 and 2) provided that the building includes electric power plugs that will power Transportation Refrigeration Units when parked at the loading docks. [SPA2021-0001].</u>*

D. <u>Prohibited Uses</u>.

The following uses are expressly prohibited in the LI District:

Residential uses

~~Cold storage warehouse. To allow cold storage warehouse in the LI District, a specific plan amendment is required in addition to environmental analysis under the California Environmental Quality Act to assess air quality emissions and health risk from business operations and transportation involving Transport Refrigeration Units.~~

A copy of the entire sections is provided as Exhibit A.

## ENVIRONMENTAL ANALYSIS

Per Section 15070 of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration was prepared for the project because the Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to a point where no significant effects would occur. The updated health risk assessment submitted for the Latitude Business Park resulting from cold storage warehouse operations indicated additional mitigation not previously required in the Latitude Business Park MND was necessary with respect to air quality. The MND prepared for SPA2021-0001 required the following mitigation measure to be implemented into the project:

Mitigation Measure 5-1

The revised project shall install electric power plugs at the warehouses with cold storage that will power Transportation Refrigeration Units (TRU) when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite. The electric power plugs shall be shown on the tenant improvement building plans for the warehouses occupied with cold storage equipment.

The additional analysis done for noise, trip generations, greenhouse gases and energy did not result in additional impacts or additional mitigation measures from that previously discussed and required by the Latitude Business Park MND adopted on April 1, 2020. Therefore, based on the project mitigation measure identified in the Mitigated Negative Declaration for SPA2021-0001, there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant effect on the environment. The Mitigation Negative Declaration is recommended for adoption (Exhibit D).

## FISCAL IMPACT

The applicant paid $13,823 in application processing fees associated with this request.

## PUBLIC NOTICE AND COMMENTS

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News. As of the preparation of this report, staff has received three inquiries from the nearby residents regarding the proposed request and if the proposed request results in physical changes to the already approved project that is under construction.

## STAFF ANALYSIS

The project area associated with SPA2021-0001 is already zoned Light Industrial. Industrial and manufacturing land uses involve various types of operations associated with this industry. In addition to the land uses allowed by the El Cerrito Specific Plan for PA 1 and PA 2, the land uses allowed by the Industrial Zones in Chapter 17.44 of the Corona Municipal Code are also allowed for this area. The permitted land uses table in Section 17.44.030 of CMC Chapter 17.44, allows food processing and packaging, warehouse and distribution, truck terminals and wash, packaging businesses, parcel

delivery service, and a host of other uses similar to cold storage warehouse (Exhibit C). Cold storage warehouse in normally used in operations involving food packaging and delivery. Therefore, the request to allow cold storage warehouse in PA 1 and PA 2 of SP-91-2 is compatible with other allowed uses.

The project site is within an urbanized setting and surrounded by existing development. The following describes the surrounding land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences to the northwest; however, a plant nursery and a manufacturer of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's east perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barnes Street is adjacent to the project site's south perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking and landscaping.

West: Interstate 15 is adjacent to the project site's west perimeter.

Buffers associated with the project have also been incorporated into the site. For example, topographically, the project site is lower in elevation than the county properties to the north and Interstate 15 to the west. The northerly and westerly perimeters of the project site have slopes at a 2:1 ratio that face the inside of the property and the slopes will be landscaped, including trees. The project site has two entrances for vehicular access located on Tom Barnes Street. No vehicular access is available from Liberty Avenue and La Gloria Street to the north.

# FINDINGS OF APPROVAL FOR SPA2021-0001

1. An initial study (environmental assessment) has been conducted by the City of Corona to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    *a. The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit B.*

    *b. There is no substantial evidence before the City that the revised project may have a significant effect.*

2. The plan systematically implements and is consistent with the General Plan for the following

reasons:

*a. SPA2021-0001 expands upon the land uses allowed by the specific plan for the Light Industrial zone to promote a range of services and employment opportunities in the city, which aligns with General Plan Goal LU-12 to have the development and maintenance of industrial land uses that provide a wide range of employment opportunities for Corona's residents and that provide sufficient goods, services and revenues to sustain the city's economy.*

*b. SPA2021-0001 provides support to other industries that rely on products associated with cold storage delivery, which aligns with General Plan Policy LU-12.2 to allow for the development and integration of businesses and services that support and are ancillary to the primary industrial function and employee needs (e.g. production support, financial institutions, business services, restaurant).*

*c. The project site associated with SPA2021-0001 aligns with General Plan Policy 12.9 to require that heavy truck and vehicular access for industrial land uses be effectively placed and managed to ensure that it is safe and efficient for the present use and that it minimizes noise, odor, vibration, traffic, queuing back onto streets or existing or adjacent properties and other safety impacts on adjoining uses. Truck and vehicular access associated with SPA2021-0001 will be from Tom Barnes Street which was designed to carry commercial deliveries and vehicular access associated with the commercial operation to the south and the industrial land uses anticipated in the LI zone to the north, which is the project site. Additionally, trucks trips associated with the project site are not allowed to exit northbound on Temescal Canyon Road from Tom Barnes Street and are required to use Cajalco Road to access the freeway.*

3. The Plan provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications for the following reason:

*a. SPA2021-0001 affects Planning Areas 1 and 2 of the El Cerrito Specific Plan, which is zoned Light Industrial; therefore, cold storage warehouse is limited to these two planning areas of the specific plan.*

4. The Plan provides for the construction, improvement, or extension of transportation facilities, public utilities and public services required by the long-term needs of the project and/or other area residents, and complements the orderly development of the City beyond the project's boundaries for the following reason:

*a. SPA2021-0001 adds cold storage warehouse at a limited capacity as an allowed use in the LI zone for Planning Areas 1 and 2, which is required to be developed in accordance with the development standards required by the specific plan to ensure the orderly development of the site.*

5. The Plan provides for the appropriate orientation and relationship between land use within and adjacent to the project for the following reason:

    a. *SPA2021-0001 would affect property already zoned Light Industrial and would not change the orientation of land uses already established by the specific plan.*

6. SPA2021-0001 is consistent with the findings required under Section 14.5 of the El Cerrito Specific Plan:

    a. *The proposed amendment is consistent with the City of Corona General Plan for the following reasons:*

        i. *SPA2021-0001 expands upon the land uses allowed by the specific plan for the Light Industrial zone to promote a range of services and employment opportunities in the city, which aligns with General Plan Goal LU-12 to have the development and maintenance of industrial land uses that provide a wide range of employment opportunities for Corona's residents and that provide sufficient goods, services and revenues to sustain the city's economy.*

        ii. *SPA2021-0001 provides support to other industries that rely on products associated with cold storage delivery, which aligns with General Plan Policy LU-12.2 to allow for the development and integration of businesses and services that support and are ancillary to the primary industrial function and employee needs (e.g. production support, financial institutions, business services, restaurant).*

        iii. *The project site associated with SPA2021-0001 aligns with General Plan Policy 12.9 to require that heavy truck and vehicular access for industrial land uses be effectively placed and managed to ensure that it is safe and efficient for the present use and that it minimizes noise, odor, vibration, traffic, queuing back onto streets or existing or adjacent properties and other safety impacts on adjoining uses. Truck and vehicular access associated with SPA2021-0001 will be from Tom Barnes Street which was designed to carry commercial deliveries and vehicular access associated with the commercial operation to the south and the industrial land uses anticipated in the LI zone to the north, which is the project site. Additionally, trucks trips associated with the project site are not allowed to exit northbound on Temescal Canyon Road from Tom Barnes Street and are required to use Cajalco Road to access the freeway.*

    b. *The proposed amendment is consistent with the intent of the El Cerrito Specific Plan for the following reason:*

        i. *One objective of the specific plan is to maintain compatibility between land uses within the specific plan. The LI zone for PA1 and PA2 identifies specific land uses*

*allowed in these planning areas in addition to the industrial land uses allowed by Chapter 17.44 of the Corona Municipal Code. Cold storage warehouse proposed by SPA2021-0001 is compatible with other industrial land uses allowed by CMC Chapter 17.44, which include food processing and packaging, warehouse and distribution, truck terminals and wash, packaging businesses, and parcel delivery service.*

*c. The proposed amendment is consistent with the Preannexation Policy for El Cerrito as set out in Section 2.3 of the El Cerrito Specific Plan for the following reason:*

*i. SPA2021-0001 does not conflict with the Preannextion Policy for El Cerrito as set out in Section 2.3 of the El Cerrito Specific Plan, because the land use amendment does not change the zoning and land uses regarding density, lot sizes and the keeping of animals previously permitted for certain properties under the county's zoning ordinance.*

*d. The proposed amendment provides for adequate circulation to, from and within the El Cerrito area because:*

*i. SPA2021-0001 would adhere to the circulation improvements and access constructed for the area and for Planning Areas 1 and 2.*

*e. The proposal provides public service levels capable of adequately serving the Specific Plan area because:*

*i. SPA2021-0001 does not deviate from the types of land uses intended in the LI zone, which was already considered by the specific plan at the time of its adoption.*

*f. The public and private open space system is neither disrupted nor depleted because:*

*i. SPA2021-0001 does not result in changes to the plan's public or private open space because the amendment affects Planning Areas 1 and 2 of the LI zone.*

*g. The proposed amendment is compatible with surrounding designations, will not create future land use incompatibilities, and provides adequate buffers, because:*

*i. SPA2021-0001 will operate within the development standards established for the LI zone as adopted by the specific plan.*

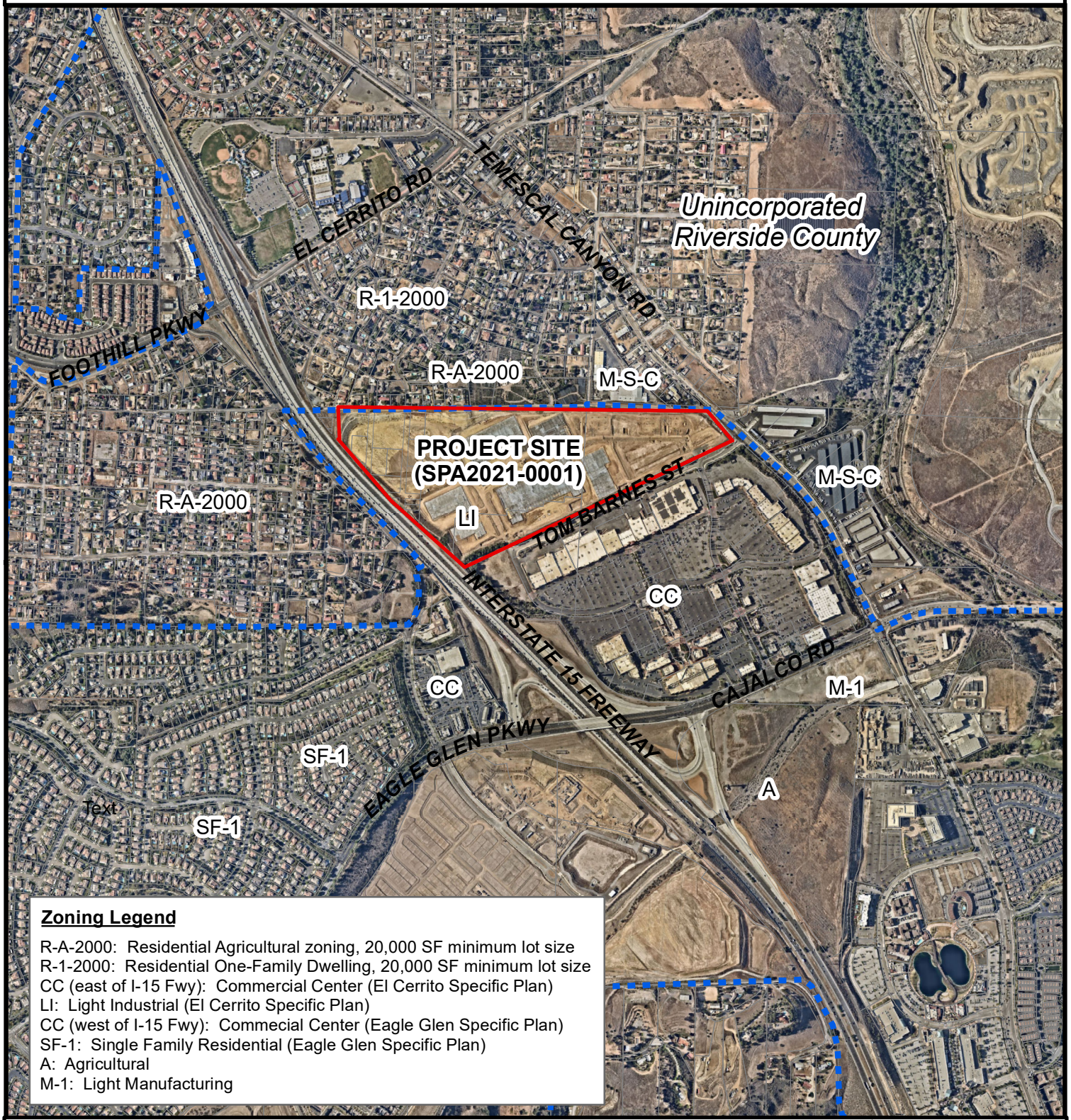
**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Locational and Zoning Map
2. Proposed Amendment
3. Conditions of Approval
4. Copy of Corona Municipal Code Chapter 17.44 Land Use Table.
5. SPA2021-0001 Initial Study/Mitigated Negative Declaration.
6. Updated Air Quality Assessment dated June 2, 2021.
7. Updated Operational Health Risk Screening dated June 2, 2021.
8. Trip Generation Assessment dated June 18, 2021
9. Updated Noise Analysis dated June 2, 2021.
10. Updated Greenhouse Gas Emissions dated June 2, 2021.
11. Updated Energy Use and Conservation Update dated June 2, 2021.
12. Applicant's letter dated May 24, 2021.
13. Latitude Business Park MND adopted April 1, 2020 available at <https://www.coronaca.gov/government/departments-divisions/building/projects>

# LOCATIONAL & ZONING MAP




**Zoning Legend**

R-A-2000: Residential Agricultural zoning, 20,000 SF minimum lot size
R-1-2000: Residential One-Family Dwelling, 20,000 SF minimum lot size
CC (east of I-15 Fwy): Commercial Center (El Cerrito Specific Plan)
LI: Light Industrial (El Cerrito Specific Plan)
CC (west of I-15 Fwy): Commecial Center (Eagle Glen Specific Plan)
SF-1: Single Family Residential (Eagle Glen Specific Plan)
A: Agricultural
M-1: Light Manufacturing

Date: 06/29/2021

SPA2021-0001

N
W
E
S

EXHIBIT 1

# EXHIBIT 2
# (SPA2021-0001)

## 12.11 LI - LIGHT INDUSTRIAL

### 12.11.1 Purpose.

The LI light manufacturing district is intended for light manufacturing, light industrial, office, and service related uses. Except as specifically provided elsewhere, any and every building and premises or land in the LI district shall be used, occupied, erected, constructed, established, altered, enlarged, maintained, moved into or within said LI district only in accordance with the following standards set forth in this chapter.

The Light Industrial District has four separate Planning Areas, designated as PA-1, PA-2, PA-3 and PA-4, on the Land Use Plan (Figure 11). Located directly north of "The Crossings" retail center, PA-1 and PA-2 are intended to be developed as a campus-style business park with office and light industrial uses, including related service uses and limited retail. Planning Areas PA-3 and PA-4 are located adjacent to Temescal Canyon Road and incorporate existing industrial uses established under the County of Riverside zoning standards. The intent of PA-3 and PA-4 is to allow for the continuation of these established uses, while providing for the development of new light industrial establishments.

### 12.11.2 Permitted uses and Development Standards.

The LI, Light Industrial District shall be subject to the provisions of CMC Title 17, Chapter 17.44, Industrial Zones- M-1 Zone, and the Community Development Department's Commercial and Industrial Design Guidelines, with the following exceptions:

A. Permitted Uses in PA-1 of the LI District:

The following uses shall be permitted in PA-1 in addition to those uses listed in CMC Title 17, Chapter 17.44.030:

Business services for Industrial Park users, (including printing and copying services, mail or packaging, telephone services, and similar uses).
Business-oriented retail services, (including catering, dry cleaners, tailor shop, and similar uses).
Health and Athletic Clubs
Health and fitness-related retail stores, (including apparel, fitness equipment, nutrition or vitamin store, sporting goods, and training services).
Indoor Entertainment Centers, (including bowling, game arcades and similar facilities, excluding night clubs and adult entertainment)
Offices; business, professional and medical/dental
Office equipment and supplies: sales, rental and service
Private trade schools and educational satellite centers
School or studio for art, design, music, dance, gymnastics, or martial arts
Restaurants, cafes, coffee, juice, or sandwich shops serving the industrial area

or business park (excluding drive-thru restaurants).
Cold storage warehouse (up to a combined floor area of 175,000 square feet between Planning Areas 1 and 2) provided that the building includes electric power plugs that will power Transportation Refrigeration Units when parked at the loading docks. [SPA2021-0001]

B. Permitted Uses in PA-2 of the LI District:

The following uses shall be permitted in PA-2, in addition to those uses listed in CMC Title 17, Chapter 17.44.030:

Business services for Industrial Park users, (including printing and copying services, mail or packaging, telephone services, and similar uses).
Business-oriented retail services, (including catering, dry cleaners, tailor shop, and similar uses).
Offices; business, professional and medical/dental
Office equipment and supplies: sales, rental and service
Private trade schools and educational satellite centers
School or studio for art, design, music, dance, gymnastics, or martial arts
Restaurants, cafes, coffee, juice, or sandwich shops serving the industrial area or business park (excluding drive-thru restaurants).
Cold storage warehouse (up to a combined floor area of 175,000 square feet between Planning Areas 1 and 2) provided that the building includes electric power plugs that will power Transportation Refrigeration Units when parked at the loading docks. [SPA2021-0001]

C. Permitted uses in PA-3 and PA-4 of the LI District:

The following uses shall be permitted in the LI zone in addition to those uses listed in CMC Title 17, Chapter 17.44.030.

1. Automobile and truck repair garages; provided, any outdoor storage of parts or outdoor parking of inoperable vehicles shall be enclosed with a solid wall or fence;
2. Automobile towing, excluding salvage operations, provided all storage operations are enclosed with a solid wall or fence;
3. Clay products; provided, all operations and equipment shall be within an enclosed building.

D. Prohibited Uses.

The following uses are expressly prohibited in the LI District:

Residential uses

~~Cold storage warehouse. To allow cold storage warehouse in the LI District, a specific plan amendment is required in addition to environmental analysis under the California Environmental Quality Act to assess air quality emissions~~

~~and health risk from business operations and transportation involving Transport Refrigeration Units.~~

# Project Conditions
## City of Corona

**Project Number: SPA2021-0001**

Description: **SPECIFIC PLAN AMENDMENT TO ALLOW COLD STORAGE**

Applied: **2/11/2021** Approved:

Site Address: **N/W CORNER TEMESCAL & TOM BARNES CORONA, CA**

Closed: Expired:

Status: **RECEIVED**

Applicant: **PATRICK TRITZ**
**2518 NORTH SANTIAGO BLVD ORANGE CA, 92867**

Parent Project:

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **PLANNING** | |

1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
2. The applicant or his successor in interest shall comply with the Mitigated Negative Declaration prepared for SPA2021-0001.
3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.



EXHIBIT 3

## 17.44.030 Permitted uses; conditional uses; prohibited uses.

As set forth in Table 1, the following uses shall be permitted, may be permitted with a conditional use permit issued pursuant to Chapter 17.92 or with approval by the Board of Zoning Adjustment pursuant to Chapter 17.98 or shall not be permitted in the M-1, M-2, M-3 and M-4 zones. Other similar permissible uses not identified in Table 1 may be permitted by Planning Commission determination pursuant to Chapter 17.88. All permitted uses in the M-4 zone shall be conducted completely within enclosed buildings in such a manner that no nuisance is created therefrom outside the building.

**TABLE 1 Permitted Land Uses**

Use categories:
"AUPP" Adult use planning permit.
"P" Permitted uses.
"CUP" Permitted with a conditional use permit issued pursuant to Chapter 17.92.
"MCUP" Permitted with a minor conditional use permit pursuant to Chapter 17.92.
"BZA" Permitted with approval by the Board of Zoning Adjustment pursuant to Chapter 17.98.
"NP" Not permitted.
"A" Permitted as Ancillary Use to a Permitted Use.
"CCP" Permitted with a commercial cannabis permit issued pursuant to Chapter 5.36.

| *Land Uses* | *M-1 Zone* | *M-2 Zone* | *M-3 Zone* | *M-4 Zone* |
|---|---|---|---|---|
| Adult businesses, provided the use complies with Chapters 5.19 and 17.41 | NP | NP | AUPP | NP |
| Ancillary residential dwelling, provided each commercial or industrial concern shall be restricted to one residential dwelling on the premises for exclusive use by a caretaker or superintendent employed on the premises and his or her family | P | P | P | P |
| Animal specialties (including, but not limited to: animal training schools, kennels and dog pounds) | CUP | NP | NP | NP |
| Antique restoration | P | P | P | P |
| Asphalt manufacturing or refining | NP | NP | P | NP |
| Auction house (no animals) | P | P | P | P |
| Automobile assembly plant | NP | P | P | NP |
| Automobile body and fender repair | CUP | P | P | NP |
| Automobile (electric) and/or electric vehicles, assembly of | P | P | P | NP |
| Automobile parts assembly | P | P | P | NP |
| Automobile sales, new and used | P | NP | NP | NP |
| Automobile supply store, retail and wholesale | P | NP | A | NP |
| Automobile service station, provided the use complies with Ch. 17.72 | P | P | P | NP |
| Automobile and truck repair garages, provided outdoor storage of vehicles must be enclosed by a solid wall or fence | P | P | P | NP |
| Automobile towing and impounding yard | NP | CUP | CUP | NP |
| Batch plant (cement) | NP | NP | P | NP |



EXHIBIT 4

| | | | | |
|---|---|---|---|---|
| Blueprint, photocopy | P | P | P | P |
| Boat assembly, repair and equipment sales | P | P | P | NP |
| Bottling and bottle washing | P | P | P | P |
| Brewery, craft | P | P | P | P |
| Brick, tile or terra cotta manufacture | NP | P | P | NP |
| Building materials and lumber yards | P | P | P | NP |
| Cannabis cultivation | NP | NP | NP | NP |
| Cannabis distribution | CCP | CCP | CCP | CCP |
| Cannabis manufacturing | CCP | CCP | CCP | CCP |
| Cannabis microbusiness | CCP | CCP | CCP | CCP |
| Cannabis non-storefront retailer | CCP | CCP | CCP | CCP |
| Cannabis storefront retailer | CCP | CCP | CCP | CCP |
| Cannabis testing laboratory | CCP | CCP | CCP | CCP |
| Catalog distribution, provided no retail sales or customers are on the premises | P | P | NP | P |
| Catering/Commercial kitchen | P | NP | NP | P |
| Church not exceeding a floor area of 10,000 square feet when combined with a humanitarian/outreach center as defined in § 17.04.319 | MCUP | MCUP | NP | NP |
| Church not exceeding an overall combined floor area of 10,000 square feet | MCUP | NP | NP | NP |
| Clay products (kiln under 16 cubic feet) | P | P | P | P |
| Clay products (kiln over 16 cubic feet) | NP | P | P | NP |
| Commercial recreation and drive-in theaters | CUP | CUP | CUP | CUP |
| Communications equipment sales, engineering and repair, provided no retail to the general public is done on the premises | P | P | NP | P |
| Computer and copy sales, equipment sales, engineering and repair, provided the sales are business to business only and no retail to the general public | P | P | NP | P |
| Concrete products, manufacture of | NP | P | P | NP |
| Construction equipment sales, repair and incidental retail sale of spare parts | P | P | P | NP |
| Cosmetics, manufacture of | P | P | P | P |
| Die casting | P | P | P | NP |
| Drafting instruments and goods, manufacturing and assembly of | P | P | P | P |
| Drop forge industries, manufacturing forging with power hammers | NP | NP | P | NP |
| Dyeing of materials | P | P | P | NP |
| Electric generating plant | NP | CUP | CUP | NP |
| Electronics, manufacturing of equipment, components and | P | P | P | P |

| | | | | |
|---|---|---|---|---|
| products | | | | |
| Electronic waste recycling | P | P | P | P |
| Emergency shelter subject to the provisions of § 17.44.130 | P | BZA | BZA | NP |
| Equipment rental and repair | P | P | P | NP |
| Farm equipment, manufacturing and reconditioning of | NP | P | P | NP |
| Feed stores | P | P | NP | NP |
| Film processing center, provided no retail sales or customers are on the premises | P | NP | NP | P |
| Food processing and packaging | P | P | P | P |
| Foundries, the operation of which shall consist solely of the casting of processed ferrous and/or nonferrous metal into temporary or semipermanent, or permanent molds, including casting by injection under low pressures and casting using direct chill technology, subject to the following limitations: (1) all such operations shall be conducted wholly within a building and meeting the performance standards set forth in Ch. 17.84; (2) any temporary storage of materials or equipment outside any building in which the use is being conducted shall be screened from view from any and all public rights-of-way | NP | CUP | CUP | NP |
| Fuel dispensing for private industries | P | P | P | NP |
| Furniture manufacturing | P | P | P | P |
| Headstone and monument work | P | P | P | NP |
| High water demand - a non-residential project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit residential project | CUP | CUP | CUP | CUP |
| House trailer, temporary, provided the use is only for a construction project office during time of construction when a valid building permit is pulled | P | P | P | P |
| Laboratories | P | P | NP | P |
| Laundry, industrial | P | P | NP | NP |
| Lumber mills (saw mills) | NP | P | P | NP |
| Machine shops, provided all operations are done indoors, there is no outside garage and the use complies with Ch. 17.84 | P | P | P | P |
| Manufacturing, assembly, fabrication of goods from the following materials:<br>Canvas; Felt; Leather; Stones; Yarn.<br>Cellophane; Fiber; Metals; Rubber;<br>Cloth; Glass; Paper; Textiles;<br>Feathers; Hair; Plastic; Wood; | P | P | P | P |
| Manufacturing, assembly, fabrication of goods from the following materials:<br>Acids; Fiberglass | P | P | P | CUP |
| Manufacturing, assembly, fabrication of goods from the following materials: | P | P | P | NP |

| | | | | |
|---|---|---|---|---|
| Oil; Plaster;<br>Petroleum base products; Styrofoam<br>Paint; | | | | |
| Metal galvanizing, painting, plating and powder coating | P | P | P | CUP |
| Metal scrap collection, storage and distribution, provided such use is conducted indoors, or if outdoors, adequate screened from public view | NP | CUP | CUP | NP |
| Metal stamping | NP | P | P | NP |
| Mobile home trailer, camper, and recreational vehicle sales (new and used), and assembly and incidental services, provided all outdoor storage of parts or of inoperable vehicles shall be enclosed with a solid wall or fence | P | P | NP | NP |
| Motorcycle sales, service and repair | P | P | NP | NP |
| Musical instrument manufacturing | P | P | P | P |
| Offices, general, including dental and medical (parking shall be provided per CMC Section 17.76.030) | P | NP | NP | P |
| Offices for the following types of uses (CMC 17.99.070 not applicable to businesses solely dedicated for office use):<br>-Architectural and engineering;<br>-Health care sales and administrative offices;<br>-Industrial associates and trade group offices;<br>-Industrial medicine – acute care and administrative offices;<br>-Insurance agents, claims and adjusters;<br>-Labor union administration;<br>-Land surveying<br>-Manufacturers representatives;<br>-Real estate brokers and appraisers;<br>-Telecommunication equipment sales;<br>-Title insurance and escrow agents. | P | P | NP | P |
| Oil drilling operations in oil overlay zones | NP | CUP | CUP | NP |
| Optical goods, manufacturing of | P | P | P | P |
| Packaging business | P | P | P | P |
| Parcel delivery service | P | P | P | P |
| Parking lot and/or parking structure (garage or multi-story) | P | P | P | P |
| Pest control operators and services | P | P | NP | NP |
| Pharmaceutical processing | P | P | P | P |
| Photography and Portrait Studio, appointment only | P | NP | NP | P |
| Plastic extrusion lamination molding | P | P | P | P |
| Print shop (books, periodicals and newspaper publishing) | P | P | P | P |
| Public scales | P | P | P | NP |
| Recreational vehicle storage, (Indoor and Outdoor) | CUP | CUP | CUP | CUP |
| Recuperative care facility subject to the provisions of § 17.44.140 | P | P | P | P |
| Recycling of green waste and wood chipping, excluding | NP | NP | CUP | NP |

| | | | | |
|---|---|---|---|---|
| composting | | | | |
| Research development and testing laboratories and facilities | P | P | NP | P |
| Restaurants and other eating places, including drive-in establishments, provided no dancing or live entertainment shall be conducted | CUP | CUP | CUP | CUP |
| Restaurants and other eating places, excluding drive-in establishments, provided no dancing or live entertainment shall be conducted | MCUP | MCUP | MCUP | MCUP |
| Retail sale of produces manufactured, assembled, fabricated or processed in whole or major part on premises, provided off-street parking requirements for commercial uses shall be applied to the portion used for retail sales or as determined by the Community Development Director | MCUP | MCUP | NP | MCUP |
| Retailing, leasing, wholesaling and servicing uses, all of which have as their sole purpose the provision of goods, materials, equipment and services for industrial, construction and agricultural uses or similar type of uses, provided no retail sales or services to the general public | P | P | P | P |
| Rock crusher or distribution of rocks, sand and gravel | NP | NP | CUP | NP |
| Rubber, reclaiming and/or manufacture of synthetic rubber or its constituents | P | P | P | P |
| Rug cleaning (on-site) | P | P | NP | NP |
| Scientific optical, medical, dental and photographic equipment assembly | P | P | P | P |
| Showroom design centers with limited retail sale of products associated with home improvement and decorating | P | NP | NP | P |
| Silk screens, including manufacturing and processing, and similar reproductive processes | P | P | NP | P |
| Solvent extraction (not including oil) | NP | P | P | NP |
| Spas, gazebos and aboveground pools, sale of | P | P | NP | P |
| Sports training/performance enhancement centers | P | NP | NP | P |
| Storage, outdoor (contractors storage yard), subject to the screening requirements in Section 17.44.090 | NP | P | P | NP |
| Storage facility, self storage | CUP | NP | NP | NP |
| Studio (art, music, dance, gymnastic, martial arts and other uses similar in nature), subject to the parking requirements for trade schools | P | NP | NP | P |
| Textile weaving | NP | P | P | NP |
| Toy manufacturing | P | P | P | P |
| Trade schools | P | P | P | P |
| Tree surgeons | P | P | P | P |
| Truck terminals and wash | NP | P | P | NP |
| Upholstering | P | P | P | P |
| Warehouse and distribution | P | P | P | P |
| | | | | |

| | | | | |
|---|---|---|---|---|
| Welding, accessory use | P | P | P | P |
| Welding, primary use | MCUP | P | P | NP |

(`78 Code, § 17.44.030.) (Ord. 3323 § 3, 2020; Ord. 3316 § 3, 2020; Ord. 3313 § 4, 2020; Ord. 3223 §§ 31, 32, 2016; Ord. 3220 §§ 30, 31 2015; Ord. 3201 § 5, 2015; Ord. 3186 § 5, 2014; Ord. 3139 § 7 (part), 2013; Ord. 3079 § 1, 2011; Ord. 3062 § 1, 2011; Ord. 3051 § 1, 2010; Ord. 2972 § 1 (part), 2009; Ord. 2951 § 1 (part), 2008; Ord. 2928 § 1, 2008; Ord. 2885 § 2 (part), 2007; Ord. 2866 § 1, 2006; Ord. 2821 § 2, 2006; Ord. 2746 § 2, 2005; Ord. 2708 § 5, 2004; Ord. 2674 § 2, 2003; Ord. 2673 § 2, 2003; Ord. 2510 § 4, 2001; Ord. 2452 § 1, 2000; Ord. 2365 § 1 (part), 1998.)

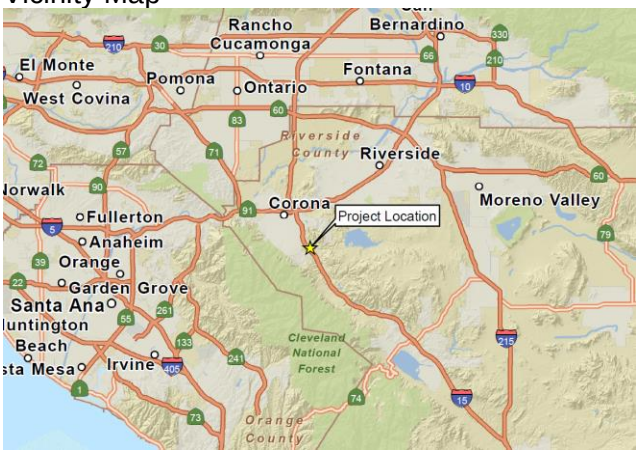
# CITY OF CORONA
# MITIGATED NEGATIVE DECLARATION
# FOR SPECIFIC PLAN AMENDMENT 2021-0001
# TO THE EL CERRITO SPECIFIC PLAN
# (LATITUDE BUSINESS PARK)

**PROJECT TITLE:** Specific Plan Amendment 2021-0001 (SPA2021-0001) to the El Cerrito Specific Plan (SP91-2)

**PROJECT LOCATION:** Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

**PROJECT PROPONENT:** Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

Vicinity Map



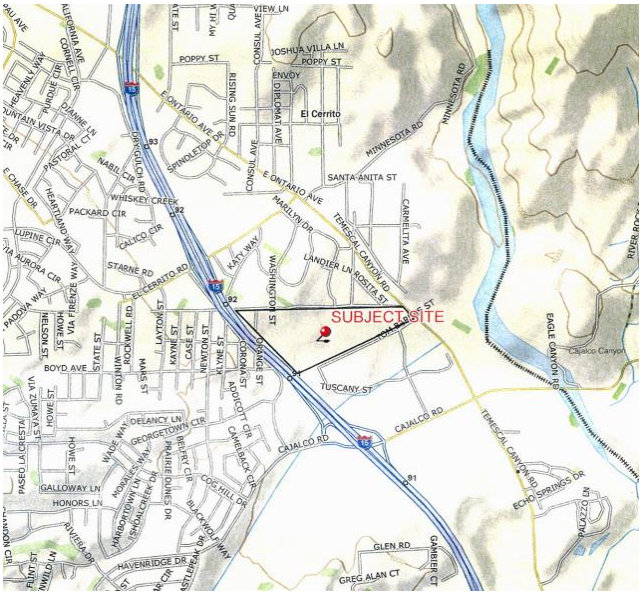



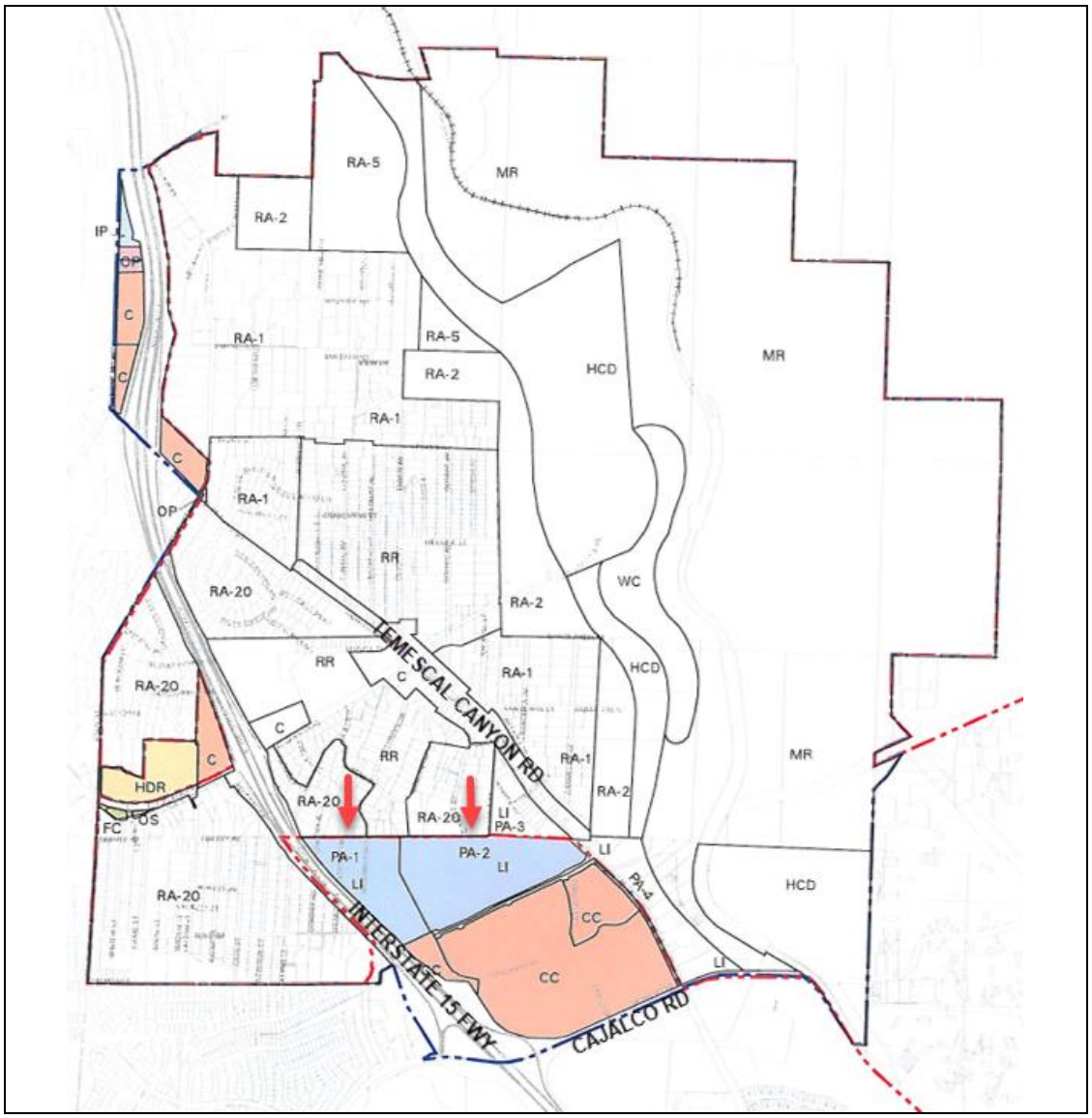



EXHIBIT 5

## PROJECT DESCRIPTION:

SPA2021-0001 is an application to amend the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in the Light Industrial (LI) Zone. The amendment proposes to amend the permitted uses for Planning Area (PA) 1 and PA 2 listed in Section 12.11.2 of SP91-2. PA 1 and PA 2 are both zoned LI and allow for various industrial and manufacturing land uses.

The amendment proposes to limit the amount of square footage allowed for cold storage warehouse in PA 1 and PA 2 by restricting the use to a total combined floor area of 175,000 square feet. The below exhibit shows the boundary of SP91-2 and the location of PAs 1 and 2.




El Cerrito Specific Plan Land Use Map

## BACKGROUND:

PAs 1 and 2 of SP91-2 is the project location of the Latitude Business Park. Latitude Business Park covers 74.80 acres in PAs 1 and 2 located at the northwest corner of Temescal Canyon Road and Tom Barnes Street. The Latitude Business Park is an already approved project that is currently under construction. The Latitude Business Park was previously approved by the city by a precise plan application (PP2019-0001) that reviewed 15 buildings having a total combined building area of 1,074,771 square feet on the approximately 75-acre site. Additionally, a parcel map application (PM 37608) was processed on the property to create 13 lots. An environmental analysis in accordance with the California Environmental Quality Act (CEQA) was also prepared in conjunction PP2019-0001 and PM 37608 to evaluate environmental conditions and potential impacts associated with the construction and operation of the project. The Corona City Council at its meeting on April 1, 2020, adopted the Mitigated Negative Declaration (SCH# 2020019017) and approved PP2019-0001 and PM 37608 prepared for the Latitude Business Park.

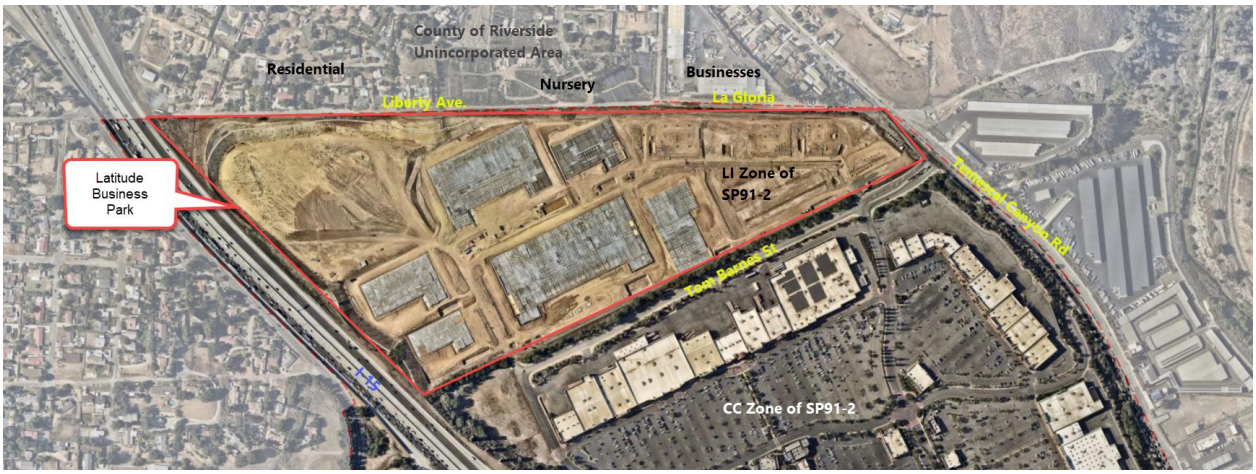
The Latitude Business Park Mitigated Negative Declaration (MND) did not include an evaluation of cold storage warehouse in the areas of air quality, greenhouse gas emissions, transportation and energy efficiency. A condition of approval was added to PP2019-0001 for the Latitude Business Park that said, *The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act*.

SP91-2 was amended by SPA2020-0001 to prohibit cold storage warehouse in the LI district unless a specific plan amendment in addition to an environmental analysis under CEQA is prepared to assess air quality emissions and health risk from business operations and transportation involving Transport Refrigeration Units. SPA2020-0001 was adopted by the City Council on September 16, 2020, via Ordinance 3320.

The developer of the Latitude Business Park has since started construction on the project site. The project site has been entirely graded and several of the buildings are currently under construction. The developer now has interest from tenants to occupy the buildings with cold storage warehouse operations. SPA2021-0001 proposes to add cold storage warehouse up to a combined floor area of 175,000 square feet as a permitted land use in the LI zone in Planning Areas 1 and 2, which is in Section 12.11.2 (A) and (B) of SP91-2. The amendment will also remove cold storage warehouse as a prohibited use in Section 12.11.2 (D).

The previous Latitude Business Park MND adopted on April 1, 2020, covered the entire project, which included project construction and project operation. At the time of the preparation of the Latitude Business Park MND, the project site was vacant and undeveloped. The project has since progressed based on project approvals and is currently under construction. The Specific Plan Amendment (SPA2021-0001) does not change the site design approved for the project, the total combined building square footage, or the number of buildings. The architectural design of the buildings remains the same in addition to the landscape coverage, parking lot design and circulation access points. The purpose of SPA2021-0001 is to assess the project's operational changes associated with cold storage warehouse, which was not previously analyzed. This MND will therefore focus its discussion on air quality and health risks, transportation, noise, greenhouse gas emissions and energy use and conservation.

## ENVIRONMENTAL SETTING



Aerial View of Project Site

### Site Description

The project site is graded and currently under construction. Topographically, the project site is lower in elevation than the county properties to the north and Interstate 15 to the west. The northerly and westerly perimeters of the project site have slopes at a 2:1 ratio that face inside the project. The development on the project site has two entrances for vehicular access located on Tom Barnes Street. No vehicular access is on Temescal Canyon Road to the east or Liberty Avenue and La Gloria Street to the north.

### Site Surroundings:

The project site is within an urbanized setting and surrounded by existing development. The project site is surrounded by the following land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences; however, a plant nursery and a manufacturer of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's east perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barnes Street is adjacent to the project site's south perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking lot and landscaping.

West: Interstate 15 is adjacent to the project site's west perimeter with single family residences located beyond.

## GENERAL PLAN \ ZONING:

General Plan

The General Plan of the project site is Light Industrial (LI). The LI designation accommodates low intensity, nonpolluting manufacturing, research and development, e-commerce, wholesale, and

distribution facilities.

Zoning
The project site is within the El Cerrito Specific Plan (SP91-2), which is the document governing the zoning of the project site. The project site is zoned Light Industrial by SP91-2. The LI zone is intended for light manufacturing, light industrial, office and service-related uses.

## STAFF RECOMMENDATION:

The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

X The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

__ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

__ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following indicates the areas of concern that have been identified as “Potentially Significant Impact” or for which mitigation measures are proposed to reduce the impact to less than significant.

- ❑ Land Use Planning
- ❑ Population and Housing Geologic Problems
- ❑ Hydrology and Water Quality
- ✓ Air Quality
- ❑ Transportation / Traffic
- ❑ Biological Resources
- ❑ Mineral Resources
- ❑ Hazards / Hazardous Materials
- ❑ Noise
- ❑ Public Services
- ❑ Utilities
- ❑ Aesthetics
- ❑ Cultural Resources
- ❑ Agricultural Resources
- ❑ Greenhouse Gases
- ❑ Tribal Cultural Resources
- ❑ Mandatory Findings of Significance
- ❑ Wildfire
- ❑ Energy

Date Prepared: June 21, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951) 736-2434

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (all CA agencies)

X_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ SCAG, Riverside County Regional Office3403 10th Street, Suite 805
Riverside, CA 92501

**UTILITY DISTRIBUTION**

___X____ Southern California Edison

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*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| 1. LAND USE AND PLANNING: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a.

The project site is within the boundary of the El Cerrito Specific Plan (SP91-02). The specific plan covers 2,928 acres including the project site. The specific plan zoning for the project site is Light Industry (LI) in Planning Areas 1 and 2. The specific plan governs the land uses and development standards for the project site. The General Plan designation for the project site is Light Industrial. SPA2021-0001 proposes to allow cold storage warehouse up to a combined floor area of 175,000 square feet as a permitted in the LI zone for Planning Areas 1 and 2. Cold storage warehousing typically involves the refrigeration of perishable goods in large warehouse buildings, such as the buildings that are allowed in the LI zone and currently under construction by the applicant. Cold storage warehouse is also associated with the use of transport refrigeration units (TRUs), which are refrigeration containers used to transport perishable goods and may include trucks, trailers, and shipping containers. Per the El Cerrito Specific Plan, the LI zone is intended for "light manufacturing, light industrial, office, and service-related uses." The property in PA 1 and PA 2 is designed with its entrances located on Tom Barnes Street, which shares access truck access with the regional commercial center located on the south side of the street. No sensitive land uses receptors are located in the area of the project site's on-site entrances. Therefore, the amendment does not conflict with the adopted land use plan on the project site.

b.

The Latitude Business Park is located entirely within Planning Areas 1 and 2, which are surrounded by developed land uses that consist of street rights-of-way, single family residences, a nursery, light industrial buildings, an improved outdoor storage facility for recreational vehicles and commercial/retail buildings within a neighboring regional commercial shopping center. The project site is being developed in accordance with the development standards established for the LI zone, which includes required building setbacks to property lines, landscaping requirements, maximum building heights, equipment screening and parking. Additionally, the developed pads on the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower). Where the northeasterly perimeter of the project site is across from the nursery and industrial buildings the graded pad elevations on average will be 2.5 feet lower. The northerly area of the project site having the greatest difference in elevation will include an inward facing manufactured slope covered with landscaping that includes screen trees. The landscaping along this manufactured slope will provide suitable buffering to the residential properties to the north. Therefore, the proposed amendment to allow cold storage warehouse is not expected to have an impact on the surrounding land uses.

c.

The project site is adjacent to streets on the north, east and south sides and Interstate 15 to the west. Therefore, the project will not divide an established community and is not considered an impact.

| 2. POPULATION AND HOUSING: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on population and housing previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 3. GEOLOGIC PROBLEMS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☐ | ☐ | ☒ |
| b. Grading of more than 100 cubic yards | ☐ | ☐ | ☐ | ☒ |
| c. Grading in areas over 10% slope | ☐ | ☐ | ☐ | ☒ |
| d. Substantial erosion or loss of topsoil | ☐ | ☐ | ☐ | ☒ |
| e. Unstable soil conditions from grading | ☐ | ☐ | ☐ | ☒ |
| f. Expansive soils | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on geologic conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 4. HYDROLOGY AND WATER QUALITY: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on water quality previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☐ | ☒ |
| b. Violate air quality standard | ☐ | ☐ | ☐ | ☒ |
| c. Net increase of any criteria pollutant | ☐ | ☐ | ☐ | ☒ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

Construction Emissions

The proposed amendment does not change the analysis on air quality and the health risk assessment related to project construction previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

Operational Emissions

An Air Quality Assessment was prepared by Ldn Consulting, Inc. (June 2021) for the proposed amendment. The air quality assessment was prepared to determine if the proposed amendment to allow cold storage warehouse would result in changes in the air quality previously analyzed for the project. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

AQMP identifies the path the South Coast Air Basin must take for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act. The City of Corona lies within the SCAB. The SCAQMD is the government

agency, which regulates sources of air pollution within the City of Corona.

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown below in Table 5-1.

Table 5-1
Screening Threshold for Criteria Pollutants

| Pollutant | Total Emissions (Pounds per Day) |
|---|---|
| Construction Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 150 and 55 |
| Nitrogen Oxide ($NO_x$) | 100 |
| Sulfur Oxide ($SO_x$) | 150 |
| Carbon Monoxide (CO) | 550 |
| Volatile Organic Compounds (VOCs) | 75 |
| Operational Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 150 and 55 |
| Nitrogen Oxide ($NO_x$) | 55 |
| Sulfur Oxide ($SO_x$) | 150 |
| Carbon Monoxide (CO) | 550 |
| Lead and Lead Compounds | 3.2 |
| Volatile Organic Compounds (VOCs) | 55 |

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. This data is also used to determine attainment status when compared to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on criteria pollutants within the SCAB. Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 5-2 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

Table 5-2
Three Year Ambient Air Quality Summary (Monitoring Closest to Project Site)

| Pollutant | Ambient Monitoring Site | Averaging Time | CAAQS | NAAQS | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|---|---|
| $O_3$ (ppm) | Lake Elsinore | 1 Hour | 0.09 ppm | - | 0.121 | 0.116 | 0.108 |
| | Lake Elsinore | 8 Hour | 0.070 ppm | 0.075 ppm | 0.098 | 0.095 | 0.089 |
| $PM_{10}$ ($\mu g/m^3$) | Lake Elsinore | 24 Hour | 50 $\mu g/m^3$ | 150 $\mu g/m^3$ | 134.1 | 105.3 | 93.8 |
| | Lake Elsinore | Annual Arithmetic Mean | 20 $\mu g/m^3$ | - | 23.6 | 23.3 | 19.7 |
| $PM_{2.5}$ ($\mu g/m^3$) | Lake Elsinore | 24 Hour | - | 35 $\mu g/m^3$ | 27.2 | 31.3 | 17.6 |
| | Lake Elsinore | Annual Arithmetic Mean | 12 $\mu g/m^3$ | 15 $\mu g/m^3$ | 11.3 | 6.7 | - |
| $NO_2$ (ppm) | Lake Elsinore | Annual Arithmetic Mean | 0.030 ppm | 0.053 ppm | 0.008 | 0.008 | 0.006 |
| | Lake Elsinore | 1 Hour | 0.18 ppm | - | 0.049 | 0.041 | 0.038 |

Source: Ldn, June 2021

The SCAQMD also created methodology for calculating Localized Significance Thresholds (LSTs) for NO2, CO, PM2.5 and PM10. The LST methodology is to be used as a tool to assist lead agencies in analyzing localized impacts associated with site

specific project proposals. The LST methodology is often used in the preparation of CEQA documents to determine localized impacts from a project. SCAQMD developed mass rate look-up tables for projects less than five acres to assist local agencies with the development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO2 and CO are calculated by adding emission impacts from the project development to the peak background ambient NO2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 µg/m3. Demonstrating a projects compliance with SCAQMD screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to ensuring less than significant impacts when it comes to evaluating if a project will conflict with an air quality plan or violate an air quality standard under CEQA.

Revised Project Operational Emission Resulting from SPA2021-0001

The updated air quality analysis memo dated June 2021, added 175,000 square feet of cold storge warehouse which thereby shifted the square footages of the land uses assigned within the buildings on the project site. This shift did not increase the overall building square footage approved on the project site. The land uses used in the CalEEMod modeling included:

| | |
|---|---|
| General Light Industrial: | 205,770 sf |
| Industrial Park: | 174,060 sf |
| Manufacturing: | 159,740 sf |
| Warehouse Refrigeration: | 175,000 sf |
| Warehouse: | 360,210 sf |
| Parking lot: | 2,247 sf |

The project's CalEEMod analysis used the vehicle trips from the project's Supplemental Traffic Impact Analysis Memo dated November 20, 2019. The truck breakdown was also taken from the project's Supplemental Traffic Impact Analysis Memo, which included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The project's trips would be 3,167 daily trips of which 305 would be from trucks. For clarification purposes, the CalEEMod analysis used actual passenger car and truck trips from the Supplemental TIA and not the passenger car equivalent (PCE) trips used to examine transportation impacts, which is 3,585 daily trips. PCE trips include the conversion of truck related trips to passenger car equivalent (PCE), which is a more conservative approach in determining project trips in the traffic impact analysis. In the air quality analysis, the air quality model accurately assess truck trips by using actual trips based on the truck size (number of axels) as reported in the project traffic study.

A VMT analysis prepared by Fehr & Peers (May 2019) was supplement information to the project's Traffic Impact Analysis (LL&G September 2019). The projected VMT for the project would be 54,140 Vehicle Miles Traveled per day. For purposes of the air quality analysis, this was converted into traffic inputs for CalEEMod and was adjusted within the model so that the CalEEMod projected VMT reflected an approximate total VMT. It also assumed the site would be operational 260 days out of 365 days per year to reflect a typical 5-day work week. The target was 54,140 VMT x 260 days or 14,076,400 miles.

CalEEMod uses a projected fleet made up of various types of vehicles to include passenger cars and trucks, light commercial trucks, medium commercial trucks, heavy commercial trucks and includes buses, motorcycles and even motorhomes. Typically, when using the passenger car equivalent (PCE) projection, using the default fleet mix in CalEEMod is acceptable because the higher number of trips is spread out over the model. The Vehicle Miles Traveled (VMT) used in the analysis was also applied in the updated air quality analysis. The project's yearly estimate is 10,802,025 VMT.

Project operational emissions would generate air quality emissions from daily operations, which would include sources such as Area, Energy, Mobile, Solid Waste and Water uses, which are calculated within CalEEMod. Area sources are from consumer products, landscaping and architectural coatings which can be attributed to regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, the project would also generate air quality emissions through the use of carbon fuel burning vehicles for transportation. Mobile trips were updated within CalEEMod to reflect the total vehicular miles traveled.

Operational emissions shown in Table 5-3 are from the Latitude Business Park MND (April 2020) which showed the project would not exceed daily emission (Lb/day) thresholds and was not an impact. Table 5-4 shows the daily operational emissions for the revised project, which continues to show the project would operate within the daily emission thresholds established by the South Coast AQMP. Therefore, the revised project would have no impact.

Table 5-3

Project Operational Emissions
Latitude Business Park MND (April 2020)

| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **Summer Scenario** | | | | | | |
| **Total with Design Features (Lb/Day)** | **31.45** | **48.35** | **101.56** | **0.43** | **32.95** | **9.26** |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Winter Scenario** | | | | | | |
| **Total with Design Features (Lb/Day)** | **31.22** | **49.36** | **94.97** | **0.41** | **32.96** | **9.26** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |

CalEEMod Analysis 2/13/20

Table 5-4
Revised Project Operational Emissions (June 2021)

| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **Summer Scenario** | | | | | | |
| Area Source Emission Estimates (Lb/Day) | 24.43 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Energy Source Emissions (Lb/Day) | 0.66 | 5.98 | 5.02 | 0.04 | 0.45 | 0.45 |
| Operational Vehicle Emissions (Lb/Day) | 6.62 | 44.70 | 98.16 | 0.41 | 32.68 | 8.98 |
| **Total with Design Features (Lb/Day)** | 31.70 | 50.69 | 103.52 | 0.44 | 33.13 | 9.44 |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Winter Scenario** | | | | | | |
| Area Source Emission Estimates (Lb/Day) | 24.43 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Energy Source Emissions (Lb/Day) | 0.66 | 5.98 | 5.02 | 0.04 | 0.45 | 0.45 |
| Operational Vehicle Emissions (Lb/Day) | 6.39 | 45.71 | 91.57 | 0.39 | 32.68 | 8.98 |
| **Total with Design Features (Lb/Day)** | **31.48** | **51.70** | **96.93** | **0.43** | **33.13** | **9.44** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |
| Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2 | | | | | | |

CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*) which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. The revised project's operational emissions would not exceed the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Therefore, the revised project's contribution to cumulative impacts would have no impact.

Operational Health Risk Assessment

An operational health risk assessment was prepared for the Latitude Business Park MND (April 2020). The operational health risk assessment was prepared by Ldn Consulting, Inc (February 21, 2020) and concluded that the project would have a less than significant health risk assessment to the surrounding area. A supplemental health risk assessment was prepared by Ldn Consulting (June 2021) for the revised project. The supplemental health risk assessment used the same methodology that was applied to the Latitude Business Park MND.

The supplemental operational air quality health risk analysis evaluated potential health risks at the project site from toxic air contaminants (specifically diesel particulates) from the onsite loading areas within the project site. The revised project consists of 205,770 sf of General Light Industrial, 174,060 sf of Industrial Park, 159,740 sf of Manufacturing, 175,000 sf of

Warehouse Refrigeration and 360,210 sf of Warehouse. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations throughout the project site.

Like the air quality analysis, the health risk impacts are based on truck size (number of axels) and uses the actual truck trips based on the axels as reported in the project's traffic study. The operational health risk screening analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with SCAQMD Rule 1401; a project shall not be approved if the cancer risk is increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015). The truck breakdown from the project's Traffic Impact Analysis Memo (LL&G, November 2019), included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The health risk assessment also used the non-passenger car equivalent trips from the Supplemental TIA which is 3,167 daily trips of which 305 would be from trucks (182 trips would be for warehousing and 123 trips would be for manufacturing). The revised project is now proposing to include up to 175,000 sf of the warehouse space for cold storage warehouse. From this information, it is assumed that the cold storage warehouse space would require Transportation Refrigeration Units (TRUs). Since the relative area of cold storage to unrefrigerated storage is 33% of the warehousing space, the assumed trucks fitted with TRUs would also be roughly 33% of the total number of trips dedicated to the warehouse space. Based on this, up to 33% of warehouse truck trips would have TRUs or 60 trips daily (0.33*182).

This health risk analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with SCAQMD Rule 1401, a project shall not be approved if the cancer risk in increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015).

For purposes of modeling, the AERMOD 19191 model was utilized to predict offsite diesel particulate concentrations with emphasis at nearby adjacent residential receptors as these areas are worst-case with respect to the proposed Project operations. The model input/output file is provided as an attachment to the supplemental health risk assessment for the revised project (Ldn Consulting June 2021).

Truck operations events consist of starting, idling, and driving. Emission rates for these events were obtained from the Project's CalEEMod air quality model. CalEEMod includes mobile emissions reported from the EMFAC 2014 emission model for each respective vehicle class. Units for these events are grams per trip for starting and idling the grams per mile for driving (CAPCOA, 2017). Based on CalEEMod, the corrected emission rates which reflect the mix ratio of trucks identified within the project's Supplemental Traffic Impact Analysis Memo (November 2019). Each round trip (305 trips /2 ways) would on average generate a single starting and idling event onsite. Also, it should be noted that the western driveway would have about 80 percent of the 305 one-way trips for a leaving and return trip and the eastern driveway would receive 20 percent of the truck trips. All roadways were assumed to have 100 percent trips. Additionally, the conditions of approval for the Latitude Business Park restricted project truck traffic from utilizing Temescal Canyon Road north of Tom Barnes Street, therefore, all truck traffic for the proposed project shall not exit northbound on Temescal Canyon Road, north of Tom Barnes Street.

Table 5-5
Operation Truck Emission Rates Per Vehicle

| EMFAC2014 Acronyms for Each Vehicle Emission | EMFAC2014 Description of Each Vehicle | CalEEMod Emission Factor Unit | Latitude Truck Emissions |
|---|---|---|---|
| PM10_RUNEX | Running Exhaust | grams/VMT | 0.0113 |
| PM10_STREX | Start Exhaust | grams/trip | 0.0003 |
| PM10_IDLEX | Idle Exhaust | grams/trip | 0.0070 |
| **Running Exhaust (grams/VMT)** | | | **0.00625** |
| **Starting and Idling Exhaust (PM10_RUNEX + PM10_IDLEX) (grams/trip)** | | | **0.01464** |

Furthermore, the project will likely utilize TRUs for the cold storage locations within the warehouses. Of the 182 truck trips assumed for warehouse, 30 trucks or 60 trips would likely contain TRUs, which is 33% of the 182 trips allocated to warehouse uses.

TRUs are diesel powered refrigeration units installed on vehicles such as trucks or trailers. The California Air Resources Board generally separates TRUs into two categories of less than or more than 25 HP. On average TRUs less than 25 HP are just less than 25 HP at 24.8 HP and TRUs greater than 25 HP are 33.8 HP (CARB, 2019). While running, TRUs emit diesel particulates which would be additive to the trucks starting, idling and driving. CARB estimates that TRUs less than 25 HP produce on average 0.13 g/HP-hr and will likely continue a downward trend into the future. Also, regulations proposed in the future are

moving towards a zero-emission TRUs (CARB, 2020). TRUs greater than 25 HP produce on average 0.1 g/HP-hr. These emissions are reduced significantly when Level 3 diesel particulate filters (DPF) are installed on the TRUs and when so retrofitted, emission of each unit drop to 0.01 g/HP-hr (CARB, 2008). Based on discussions with the project applicant, on average, all TRUs will be connected to electrical power when onsite and will operate on diesel on average 5 minutes per day onsite while entering and existing the site. For purposes of this analysis, it is assumed that the average fleet of trucks will be 25 HP and will generate 0.13 g/HP-hr. This assumes a worst case fleet without any DPF installed. Level 3 DPFs are relatively common and are available for all major manufactures but are not utilized within this analysis (CARB, 2020). As a design feature and as mitigation to maintain operational health risks at less than significant, the project's warehouses with cold storage shall install electric power plugs that will power TRUs when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite. Therefore, the emissions inventory is calculated by combining the population of TRUs, the hours of activity of TRUs, the HP of the engines powering TRUs, load factors, emission factors, and fuel correction factors. Based on the results, each truck would produce 0.124 grams per day per truck in the following equation (CARB, 2019):

$$Emissions = Activity\ x\ HP\ x\ LF\ x\ EF\ x\ FCF$$

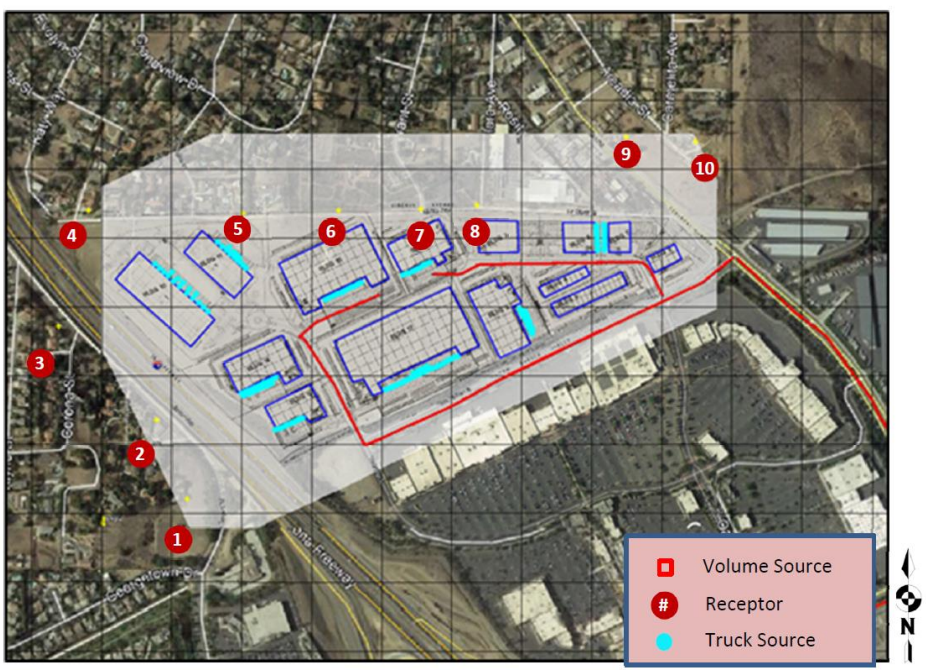
or

$$Emissions = .083\frac{hours}{day}\ x\ 25\frac{HP}{truck}\ x\ .46\ x\frac{.13g}{HP\ hr} = 0.124\frac{g}{day\ truck}$$

Where: Activity = Time the engine is running (5 min per day per unit = 0.083 hours per unit)
HP = Horsepower (25 HP)
LF = Load factor (0.46)
EF = Emission factor (0.13 g/bhp-hr)
FCF = Fuel correction factor (unit-less) based on calendar year (Assume 1.0)

Figure 5-1 shows the modeling scenario. The 153 idling and starting events (305/2 total trips) for the trucks are identified as light blue dots/lines which have been located within the project's loading dock areas. All truck movement is represented as volume sources (identified as red squares/lines) and includes both trucks internal to the project site as well as along Tom Barnes Street, Temescal Canyon Road and Cajalco Road. Also, as previously identified, 30 trucks are modeled at the warehouses to have TRU emissions added to the standard truck emissions. The black grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, 10 sensitive receptors have been included to represent residential areas surrounding the project site and have been identified with red circles (Ldn Consulting, June 2021).

Figure 5-1
AERMOD Modeling




Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Doseair) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following

algorithms calculate this dose for exposure through the inhalation pathways. The cancer risk dose calculation is defined in Equation 1 below (OEHHA, 2015).

*Equation 1* $$Dose_{air} = C_{air} * (BR/BW) * A * EF * (1x10^{-6})$$

| | | |
|---|---|---|
| $Dose_{air}$ | = | Dose through inhalation (mg/kg/d) |
| $C_{air}$ | = | Concentration in air (µg/m3) Annual average DPM concentration in µg/m3 - AERMOD Annual Concentration. |
| BR/BW | = | Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range. |
| A | = | Inhalation absorption factor (assumed to be 1) |
| EF | = | Exposure frequency (unitless, days/365 days) |
| 1x10-6 | = | Milligrams to micrograms conversion ($10^{-3}$ mg/ µg), cubic meters to liters conversion ($10^{-3}$ $m^3$/l) |

Table 5-6 shows the operational cancer risks at the receptors identified in Figure 5-1 above. The operational cancer risks would not exceed 10 per one million persons exposed over a 70-year period. Based on this, the project would generate a less than significant cancer risk impact to the surrounding area. The detailed cancer risk calculations are provided as an appendix in the updated operational health risk assessment for the revised project (Ldn Consulting, June 2021).

Table 5-6
Cancer Risk at Worst Case Exposure Location

| Receptor | $C_{air}$ (µg/m3) | 70 Year Cancer Risk | Significant Impact |
|---|---|---|---|
| R1 | 0.0028 | 2.23 | No |
| R2 | 0.0032 | 2.56 | No |
| R3 | 0.0023 | 1.88 | No |
| R4 | 0.0027 | 2.19 | No |
| R5 | 0.0065 | 5.22 | No |
| R6 | 0.0065 | 5.23 | No |
| R7 | 0.0063 | 5.08 | No |
| R8 | 0.0061 | 4.87 | No |
| R9 | 0.0038 | 3.05 | No |
| R10 | 0.0036 | 2.92 | No |
| $C_{air}$ = annual concentration from AERMOD | | | |

Mitigation Measure:

MM 5-1

The revised project shall install electric power plugs at the warehouses with cold storage that will power TRUs when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite. The electric power plugs shall be shown on the tenant improvement building plans for the warehouses occupied with cold storage equipment.

| **6. TRANSPORTATION/TRAFFIC:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Latitude Business Park MND (April 2020) included an analysis of the project's transportation impacts. To determine if the revised project associated with SPA2021-0001 would increase project trips to the point that would require additional mitigation not previously required, a Trip Generation Assessment for the Latitude Business Park dated June 18, 2021, was prepared by Linscott Law and Greenspan Engineers (LL&G). Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Tenth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

The trip generation forecast maintained the project's total building square footage at 1,074,771 square feet, but now added high cube cold storage warehouse to the mix of the land uses on the project site. The revised trip generation assessment included the following land uses:

| | |
|---|---|
| Industrial Park: | 174,055 sf |
| Light Industrial: | 205,767 sf |
| Manufacturing: | 159,744 sf |
| Warehouse: | 360,205 sf |
| Warehouse/Cold Storage: | 175,000 sf |

The trip generation potential for the revised project was estimated using the ITE Land Use Code 110: General Light Industrial trip rates, ITE Land Use Code 130: Industrial Park trip rates, ITE Land Use Code 140: Manufacturing trip rates, ITE Land Use Code 150: Warehousing trip rates, ITE Land Use Code 157: High Cube Cold Storage Warehousing trip rates. The trip generation assessment summarizes the trip generation potential used in forecasting the vehicular trips, both autos and trucks, generated by the revised project using recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003.* Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the revised project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively. It should be noted that since the manufacturing, warehouse, and cold storage warehouse use areas were separated out from the Industrial Park use area, which would account for the total PCE effect of the project; and given the relatively low amount of docks associated with industrial park and general light industrial buildings, no PCE factor was applied to the industrial park and general light industrial base trip generations.

The revised project is forecast to generate 3,672 daily trips, 446 (363 inbound, 83 outbound) AM peak hour trips, and 453 (106 inbound, 347 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE). The previously approved Latitude Business Park project (November 2019 General Plan Conformance Traffic Analysis) is forecast to generate 3,585 daily trips, 462 (370 inbound, 92 outbound) AM peak hour trips, and 469 (112 inbound, 357 outbound) PM peak hour trips.

The updated trip generation assessment dated June 2021, shows that the revised project is forecast to generate 87 greater

daily trips, 16 fewer AM peak hour trips, and 16 fewer PM peak hour trips when compared to the trip generation of the previously approved project. Based on the net traffic generation potential of the revised project, the updated trip generation assessment concluded that the revised project will not require the preparation of a revised traffic impact analysis report and that the trips associated with the revised project will not significantly impact the existing surrounding roadway network beyond the previously approved project. Therefore, the proposed amendment does not change the analysis on transportation previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

Table 6-1
Revised Project Trip Generation Forecast

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour Enter | AM Peak Hour Exit | AM Peak Hour Total | PM Peak Hour Enter | PM Peak Hour Exit | PM Peak Hour Total |
|---|---|---|---|---|---|---|---|
| *Manufacturing Trip Generation Forecast:* | | | | | | | |
| **140: Manufacturing (159,744 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 60 | 19 | 79 | 26 | 60 | 86 |
| ❑ 2-Axle Trucks | 32 | 5 | 0 | 5 | 2 | 3 | 5 |
| ❑ 3-Axle Trucks | 29 | 3 | 2 | 5 | 2 | 3 | 5 |
| ❑ 4+ Axle Trucks | 62 | 8 | 2 | 10 | 3 | 8 | 11 |
| *Manufacturing Gross Trip Generation Forecast* | *628* | *76* | *23* | *99* | *33* | *74* | *107* |
| *PCE[3] Manufacturing Trip Generation Forecast:* | | | | | | | |
| **140: Manufacturing (159,744 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 60 | 19 | 79 | 26 | 60 | 86 |
| ❑ 2-Axle Trucks | 48 | 8 | 0 | 8 | 3 | 5 | 8 |
| ❑ 3-Axle Trucks | 58 | 6 | 4 | 10 | 4 | 6 | 10 |
| ❑ 4+ Axle Trucks | 186 | 24 | 6 | 30 | 9 | 24 | 33 |
| *PCE Manufacturing Trip Generation Forecast [A]* | *797* | *98* | *29* | *127* | *42* | *95* | *137* |
| *Warehousing Trip Generation Forecast:* | | | | | | | |
| **150: Warehousing (360,205 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 35 | 11 | 46 | 14 | 39 | 53 |
| ❑ 2-Axle Trucks | 32 | 4 | 0 | 4 | 0 | 4 | 4 |
| ❑ 3-Axle Trucks | 29 | 4 | 0 | 4 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 61 | 4 | 3 | 7 | 4 | 3 | 7 |
| *Warehousing Gross Trip Generation Forecast* | *627* | *47* | *14* | *61* | *18* | *50* | *68* |
| *PCE[3] Warehousing Trip Generation Forecast:* | | | | | | | |
| **150: Warehousing (360,205 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 35 | 11 | 46 | 14 | 39 | 53 |
| ❑ 2-Axle Trucks | 48 | 6 | 0 | 6 | 0 | 6 | 6 |
| ❑ 3-Axle Trucks | 58 | 8 | 0 | 8 | 0 | 8 | 8 |
| ❑ 4+ Axle Trucks | 183 | 12 | 9 | 21 | 12 | 9 | 21 |
| *PCE Warehousing Trip Generation Forecast [B]* | *794* | *61* | *20* | *81* | *26* | *62* | *88* |
| *Warehousing Trip Generation Forecast:* | | | | | | | |
| **157: Cold Storage Warehousing (175,000 SF)** | | | | | | | |
| ❑ Passenger Cars | 297 | 11 | 4 | 15 | 6 | 9 | 15 |
| ❑ 2-Axle Trucks | 19 | 2 | 0 | 2 | 0 | 2 | 2 |
| ❑ 3-Axle Trucks | 18 | 0 | 0 | 0 | 0 | 2 | 2 |
| ❑ 4+ Axle Trucks | 37 | 2 | 0 | 2 | 0 | 2 | 2 |
| *Cold Storage Warehousing Gross Trip Generation Forecast* | *371* | *15* | *4* | *19* | *6* | *15* | *21* |
| *PCE[3] Warehousing Trip Generation Forecast:* | | | | | | | |
| **157: Cold Storage Warehousing (175,000 SF)** | | | | | | | |
| ❑ Passenger Cars | 297 | 11 | 4 | 15 | 6 | 9 | 15 |
| ❑ 2-Axle Trucks | 29 | 3 | 0 | 3 | 0 | 3 | 3 |
| ❑ 3-Axle Trucks | 36 | 0 | 0 | 0 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 111 | 6 | 0 | 6 | 0 | 6 | 6 |
| *PCE Cold Storage Warehousing Trip Generation Forecast [C]* | *473* | *20* | *4* | *24* | *6* | *22* | *28* |
| *Industrial Park Trip Generation Forecast:* | | | | | | | |
| **130: Industrial Park (174,055) [D]** | 587 | 57 | 13 | 70 | 15 | 55 | 70 |
| *Light Industrial Trip Generation Forecast:* | | | | | | | |
| **110: General Light Industrial (205,767 SF) [E]** | 1,021 | 127 | 17 | 144 | 17 | 113 | 130 |
| *Project Total Trip Generation Forecast [A+B+C+D+E]* | **3,672** | **363** | **83** | **446** | **106** | **347** | **453** |
| *General Plan Conformance Project Total Trip Generation Forecast* | **3,585** | **370** | **92** | **462** | **112** | **357** | **469** |
| *Net Project Total Trip Generation Forecast* | **+87** | **-7** | **-9** | **-16** | **-6** | **-10** | **-16** |

Note: The trip generation forecast uses the conversion of truck-related trips to passenger car equivalents (PCE) trips to determine the project's vehicular trips.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☐ | ☐ | ☒ |
| b. Riparian habitat or sensitive natural community | ☐ | ☐ | ☐ | ☒ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☐ | ☐ | ☒ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☐ | ☐ | ☒ |
| f. Conflicts with any habitat conservation plan | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on biological conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on mineral resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on hazardous conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☐ | ☒ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☐ | ☒ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☐ | ☒ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☐ | ☒ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Latitude Business Park MND (April 2020) included an analysis of the noise impacts associated with project construction and project operations. To determine if the revised project associated with SPA2021-0001 would result in an increase in operational noise that would require additional mitigation not previously required, an updated noise analysis was prepared by Ldn Consulting (June 2021). The operational noise associated with the revised project did not change from the previous analysis included in the Latitude Business Park MND. Therefore, cumulative operational noise is not an impact and no additional mitigation measures are required.

<u>Operational Noise Levels</u>
The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth Table 10-1. In example, residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard at the residential property line.

Table 10-1
CMC Chapter 17.84 Noise Levels

| STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| TYPE OF LAND USE | MAXIMUM ALLOWABLE NOISE LEVELS | | | |
| | Exterior Noise Level | | Interior Noise Level | |
| | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. | 7 a.m. to 10 p.m. | 10 p.m. to 7 a.m. |
| Single-, Double- and Multi-Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |
| Industrial, Manufacturing or Agricultural | 75 dBA | 70 dBA | Not applicable | Not applicable |

Source: Corona Municipal Code Chapter 17.84

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive receptor (residential) from loading activities would exists 390 feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site).

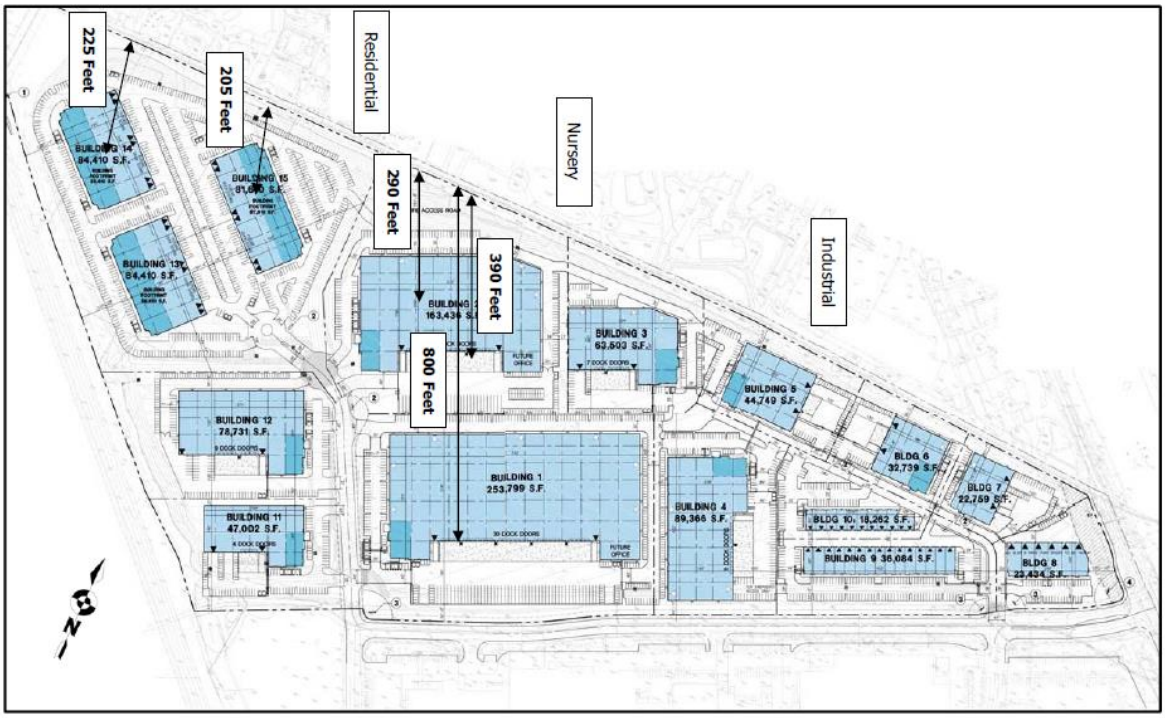
A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5 minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions (Ldn Consulting February 2020 & June 2021). Therefore, truck activity is not expected to exceed the noise levels established by the CMC on the project site. Also, Mitigation Measure 5-1 requires warehouse buildings with cold storage equipment to provide electrical power plugs that will power TRUs when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite.

Table 10-2 assumes at least 18 trucks per hour may operate at the site. Based on the closest distance of the warehouse building to the nearby residential properties to the north (390 feet), truck noise would adhere to the city's performance standards. Additionally, the loading docks for the warehouse buildings are oriented south in the opposite direction of the residential properties to the north. Figure 10-1 shows the average location of stationary noise sources (roof top equipment and loading docks). The loading docks for Building 2 and Building 1 have a distance of 390 feet and 800 feet from the north property line, respectively.

Table 10-2
Truck Activity Noise Level

| Noise Level @ 23 Feet (dBA) | Quantity | Cumulative Noise Level (dBA) | Average Distance to Property Line (Feet) | Noise Reduction due to distance (dBA) | Noise Reduction for Buildings (dBA) | Resultant Property Line Noise Level (dBA) |
|---|---|---|---|---|---|---|
| 67 | 18 | 79.6 | 390 | -24.6 | -10 | 45.0 |

Figure 10-1
Average Stationary Noise Sources




Roof-top Mechanical Ventilation Units

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Ldn Consulting February 2020 and June 2021).

HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more. The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 15 to the nearest residential property lines to the north and 225 feet from Building 14 and 290 feet from Building 2 (Figure 10-1).

Table 10-3 shows the HVAC units will comply with the city's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated.

Table 10-3
HVAC Noise Levels

| Noise Level @ 3 Feet (dBA) | Quantity | Cumulative Noise Level (dBA) | Average Distance to Property Line (Feet) | Noise Reduction due to distance (dBA) | Noise Reduction for Shielding (dBA) | Resultant Property Line Noise Level (dBA) |
|---|---|---|---|---|---|---|
| 80 | 10 | 90.0 | 205 | -36.7 | -5 | 48.3 |

The cumulative operational noise level with the truck activities (45.0 dBA) and roof-top HVAC units (48.3 dBA) would result in an overall noise level of 50.0 dBA. This assessment is conservative, since not all the HVAC units and trucks will be operating at the same time. Therefore, no cumulative noise impact would result from the revised project operations.

| 11. PUBLIC SERVICES: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on public services previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 12. UTILITIES: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☐ | ☒ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☐ | ☒ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☐ | ☒ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☐ | ☒ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☐ | ☒ |
| f. Adequate landfill capacity | ☐ | ☐ | ☐ | ☒ |
| g. Comply with solid waste regulations | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on utilities previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 13 AESTHETICS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☐ | ☒ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☐ | ☒ |
| c. Light or glare | ☐ | ☐ | ☐ | ☒ |
| d. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on aesthetics previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 14. CULTURAL RESOURCES: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☐ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on cultural resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 15. AGRICULTURE RESOURCES: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on agricultural resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **16. GREENHOUSE GAS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☐ | ☒ |

**Discussion:**
The Latitude Business Park MND (April 2020) included an analysis of the project's greenhouse gas emissions. To determine if the revised project associated with SPA2021-0001 would result in an increase in project operational greenhouse gases that would require additional mitigation not previously required, a Greenhouse Gas Emissions Update dated June 2, 2021, was prepared by Ldn Consulting. The revised project does not increase the overall combined building square footage of 1,074,771 square feet approved for the project but does adjust the land uses within the buildings to include 175,000 of cold storage warehouse. The revised land use square footages include:

| | |
|---|---|
| General Light Industrial: | 205,770 sf |
| Industrial Park: | 174,060 sf |
| Manufacturing: | 159,740 sf |
| Warehouse Refrigeration: | 175,000 sf |
| Warehouse: | 360,210 sf |

Additionally, as required by the CAL Green Code, the project will provide 82 electric vehicle charging stations, will install high efficiency LED lighting and will implement a solid waste recycling program where at least 75% of the waste is diverted from landfills and recycled.

Revised Project Related Operational Emissions
Greenhouse Gas (GHG) emissions from daily operations would include sources such as area, energy, mobile, waste and water uses. Area sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation.

GHG impacts related to the revised project daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature. The City's Climate Action Plan (CAP) requires that the project would have less than significant GHG impacts if an industrial project either shows a reduction of 100 Point using the City's Screening Tables within the CAP or shows a reduction of 2.00 MT CO2e per 1,000 SF of commercial/industrial building area from the 2017 emissions scenario in 2030.

Industrial screening methodologies are limited within the City's Screening Tables. Based on this, the proposed project will utilize the later methodology where the project would be required to show a reduction of 2.00 MT CO2e per 1,000 SF. Since the modeling for the 2022 scenario was previously prepared and utilized within the Air Quality Analysis for the project, the 2022 scenario was utilized. This comparison would be conservative since emissions within CalEEMod for 2017 would be higher.

The traffic modeling in the project's Traffic Impact Analysis (LL&G, November 2019) with the Trip Generation Assessment updated in June 2021, assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE). Like the air quality analysis, GHG emissions are based on truck size (number of axels), which uses actual truck trips based on axels as

reported in the project's traffic study. Additionally, the model was updated to reflect the estimated weekday Vehicle Miles Traveled (VMT) expected by the project (Fehr & Peers, 2019) with a yearly estimate of 10,802,025 VMT.

**Project Design Features (PDF)**

As required by the CAL Green Code, the project will provide 82 Level II Electric Vehicle (EV) chargers which will allow for onsite charging of electric vehicles. As background to EVs, a standard petroleum-based car is rated in miles per gallon (MPG), Zero Emission Vehicles (ZEVs) such as EV are typically rated in kilowatt hours per 100 miles traveled. The U.S. Department of Energy has developed a mile per gallon gasoline equivalent unit (MPGe) of 0.337 kWh/100 miles traveled (Department of Energy, 2000). The U.S. Department of Energy estimates that the average fuel economy for ZEVs in 2017 is as high as 136 MPGe for the midsize Hyundai Ioniq, having a range of 124 miles. The higher range Tesla Model S can achieve a range of 335 miles with a fuel efficiency of 102 MPGe. For purposes of analysis within this report, an average fuel efficiency of 100 MPGe is used. Also, EV miles are assumed to offset GHGs from light duty cars.

EV chargers onsite are expected to be utilized on average over the network of chargers between 2 and 3 hours per day for at least 260 days per work year. Each Level II charging location runs on a 220-volt system and is capable of providing between 6.6 and 19.2 kW of power. Based on this, for a 100 MPGe vehicle, each hour of charging will provide a range of 56.97 miles or 113.94 miles on a 2 hour charge per vehicle. The EV chargers may be utilized more than 2 hours a day and this would be conservative.

Given the project's design feature to install 82 Level II EV charging stations, the chargers would provide enough charge for 9,343.08 zero emission-driven miles per day or 2,429,200.8 miles per a 260 day work year. Based on a review of annual outputs from CalEEMod, for light duty cars only reduce emissions by 0.00027 MT CO2e per mile traveled. Based on this, the installation of 82 Level II charging stations would reduce CO2e emissions by 0.00027 MT per mile traveled times 2,429,200.8 annual miles or 655.88 MT CO2e per year.

Also, the project will exclusively utilize high-efficiency indoor and outdoor lighting in all buildings. One example of high-efficiency lighting is light-emitting diode (LED) lighting. LED indoor lighting is 75-90% more efficient than standard lighting. For example: a 10 watt LED bulb replaces a 60 watt standard bulb, which would be 83% more efficient. A typical 15 watt LED bulb has an equivalent rating of a 100 watt standard bulb.

High-efficiency lighting is addressed by Title 24 standards of the California Energy Code. These standards specifically call out lighting power density requirements for non-residential land uses. The default parameters of the version of CalEEMod used in this analysis (along with its predecessor versions) do not account for high-efficiency lighting technologies or the Title 24 standards. For purposes of this analysis, the design feature to utilize 100% high-efficiency lighting would reduce energy usage from combined indoor and outdoor lighting by at least 75%, which modified the intensity within CalEEMod directly.

The project would recycle and divert up at least 75% of solid waste. This requirement would be consistent with California's Assembly Bill 341 and Cal Green Code. The project is also required to install low flow water fixtures within all restrooms and common areas. Finally, the project would reduce outdoor water requirements by utilizing a native plant based landscaping scheme.

The 2022 emissions estimated within the project design features is shown in Table 16-1 below. The revised project would generate 9,650.61 MT CO2e. The CalEEMod output for this scenario is an attachment to the Greenhouse Gas Update (Ldn Consulting, June 2021) Using the City's CAP, the project would be required to reduce GHG emissions by 2.00 MT CO2e per 1,000 gross square feet of commercial/industrial building area or 2,149.4 MT CO2e.

Table 16-1
Expected Operational Emissions Summary – MT/Year

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| Area | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.09 |
| Energy | 0.00 | 4,478.06 | 4,478.06 | 0.16 | 0.05 | 4,497.64 |
| Mobile | 0.00 | 4,755.94 | 4,755.94 | 0.23 | 0.00 | 4,761.64 |
| Waste | 237.94 | 0.00 | 237.94 | 14.06 | 0.00 | 589.48 |
| Water | 78.85 | 787.29 | 866.14 | 8.13 | 0.20 | 1,128.59 |
| **Total** | **316.79** | **10,021.37** | **10,338.16** | **22.58** | **0.25** | **10,977.44** |
| 82 EV Chargers | | | | | | -655.88 |
| LED Lighting | | | | | | -523.58 |
| Recycling Program | | | | | | -147.37 |
| **Total Operations with PDFs** | **316.79** | **10,021.37** | **10,338.16** | **22.58** | **0.25** | **9,650.61** |

Modeling is based on the project design features to include High Efficiency LED lighting and Recycling Diversion onsite of at least 75%. Reductions from PDFs are shown separately.

GHG emission from 2030 including reduction from the design features identified in Table 16-1, the project would be 7,495.78 MT CO2e and are shown in Table 16-2. The CalEEMod output for this scenario is provided as an attachment to the GHG Update (June 2021). The reduction would be 3,481.66 MT CO2e which exceeds the requirement to alternatively reach 100 points identified within the CAP. The project would have a less than significant GHG impact and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by State and City regulations.

Table 16-2
Expected Operational Emissions Summary 2030 – MT/Year

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| Area | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.09 |
| Energy | 0.00 | 2929.26 | 2929.26 | 0.10 | 0.04 | 2942.74 |
| Mobile | 0.00 | 3927.38 | 3927.38 | 0.16 | 0.00 | 3931.45 |
| Waste | 178.45 | 0.00 | 178.45 | 10.55 | 0.00 | 442.11 |
| Water | 78.85 | 495.14 | 573.99 | 8.12 | 0.20 | 835.27 |
| 82 EV Chargers | | | | | | -655.88 |
| Total Operations 2030 | 257.30 | 7,351.86 | 7,609.16 | 18.93 | 0.24 | 7,495.78 |
| Total Operations 2022 (without PDF) | 514.60 | 11,774.38 | 12,288.98 | 37.76 | 0.44 | 10,977.44 |
| **Difference** | **-257.30** | **-4,422.52** | **-4,679.82** | **-18.83** | **-0.20** | **-3,481.66** |

Modeling results shown for 2030 included PDFs. PDFs include 100% High Efficiency LED lighting, Low Flow water Fixtures and Recycling Diversion onsite of at least 75%

Alternatively, using SCAQMDs screening threshold for industrial projects, since the project produces fewer than 10,000 MT CO2e screening threshold for industrial projects per year during operations in 2022, a less than significant GHG impact would be expected from the operations of the revised project.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☐ | ☐ | ☒ |

Discussion:

Tribal cultural resources were previously analyzed under the Latitude Business Park MND (April 2020). A negative cultural resources assessment was prepared for the project site by LSA Associates in June 2008. Ethnographically, the project site is within the Gabrielino territory. The northernmost territory of the Luiseno also just reaches the project area. The assessment determined that no Gabrielino or Luiseno villages are located near the project area. Also, due to the historic use of the property as a sand mine, which involved the excavation of earthen materials to depths 30 feet and 40 feet below surface level, it is not likely that tribal resources exist on the site today in its current condition.

AB 52 requires local agencies to consult with interested tribes about development projects. The purpose of AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. In February 2019, the city contacted the following Native American Tribes regarding the proposed project and consultation under AB 52:

- Soboba Band of Luiseno Indians
- Pechanga Band of Luiseno
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Mission Indians
- Rincon Band of Luiseno Indians

The city was contacted by the Rincon Band of Luiseno Indians on March 18, 2019, the Pechanga Band of Luiseno on March 20, 2019, and the Soboba Band of Luiseno Indians on March 27, 2019, requesting consultation. The city completed tribal consultation with the Rincon Band of Luiseno Indians on September 3, 2019. The Rincon Band of Luiseno Indians concluded there was an unlikelihood that cultural resources exist on the property due to the previous mining operation and grading that has occurred on the project site. The tribe had no additional concerns and did not request any mitigation measures relating to cultural resources. The city contacted the other two tribes on two separate occasions requesting consultation but a response from either tribe was never received. On September 20, 2019, the city contacted Pechanga Band of Luiseno and Soboba Band of Luiseno Indians for a third time and provided a deadline for consultation by September 27, 2019. The city received no responses from either tribe and concluded consultation on September 27, 2019.

Based on the previous use of the property and the mass grading activity that has occurred across the project site and the lack of physical resources, the Latitude Business Park MND determined that the project would not have an impact on tribal cultural resources.

SPA2021-0001 is subject to tribal consultation under AB 52 and SB 18. SB 18 requires local agencies to notify and consult with tribes about development projects. Similar to AB 52, the intent of SB 18 is to aid in the protection of traditional tribal cultural resources. However, consultation under SB 18 is only required when a project involves a Specific Plan Amendment or General Plan Amendment land use application. Staff chose not to conduct consultation under SB 18 based on the previous findings that cultural resources are not likely to exist given the previous use of the property and the mineral extractions that have occurred over the years. Additionally, the project had already gone through consultation under AB 52 and the site is under construction. The revised project does not change the previous analysis.

On March 4, 2021, the city received a letter from the Rincon Band of Luiseno Indians requesting to consult under AB 52 on the current project. Staff corresponded by email with Ms. Cheryl Madrigal, Cultural Resources Manager, from the Rincon Band of Luiseno Indians and notified her that the project is associated with the same project site that the Rincon Band of Luiseno Indians had previously requested consultation on, but ultimately did not request any mitigation measures for the site. In response to this information, Ms. Madrigal had no further comments on the revised project.

On March 22, 2021, the city received a letter from the Soboba Band of Luiseno Indians in response to the current project requesting for consultation. Consultation was held on April 6, 2021. Due to the site's previous use as a mine, the previous cultural resource analysis prepared for the Latitude Business Park MND and the fact that the site is already under construction, the Soboba Band of Luiseno Indians had no further comments and closed consultation.

Based on the previous findings in the Latitude Business Park MND (March 2020), the revised project would not impact cultural resources.

| **18. MANDATORY FINDING OF SIGNIFICANCE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☐ | ☒ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☐ | ☒ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☐ | ☒ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on the mandatory finding of significance previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| **19. WILDFIRE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☐ | ☒ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☐ | ☒ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The proposed amendment does not change the analysis on wildfire previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

| 20. ENERGY: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Latitude Business Park MND (April 2020) included an analysis of the project's energy consumption. To determine if the revised project associated with SPA2021-0001 would create changes to the project's operational energy consumption, an updated energy use conservation analysis was prepared by Ldn Consulting dated June 2, 2021. The updated analysis was consistent with the original analysis for the project and did not disclose new information not previously evaluated in the Latitude Business Park MND. The project will continue to follow mandatory state regulations required per the CAL Green Code which includes:

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65 percent of construction waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Additionally, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. The project proposes to have 82 EV charging stations. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit.

Therefore, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions will decrease. Given this, the project would not result in a wasteful or inefficient use of energy and is not an impact.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. Latitude Business Park Mitigated Negative Declaration (MND). Adopted April 1, 2020. Available at https://www.coronaca.gov/government/departments-divisions/building/projects.
2. Air Quality Assessment for Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
3. Operational Health Risk Screening Update for Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
4. Trip Generation Assessment for the Latitude Business Park SPA2021-0001. LL&G Engineers. June 18, 2021.
5. Noise Study for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
6. Greenhouse Gas Update for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
7. Energy Use and Conservation Update for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.

## MITIGATION MONITORING AND REPORTING PROGRAM
## CITY OF CORONA

| Mitigation Measure | Topic | Implementation Action | Method of Verification | Timing | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| 5-1 | The revised project shall install electric power plugs at the warehouses with cold storage that will power TRUs when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite. The electric power plugs shall be shown on the tenant improvement building plans for the warehouses occupied with cold storage equipment. | Building Tenant Improvement Plans | Plan check review and field inspection. | Field inspection on electrical and tenant improvements. | Building Inspector | Prior to final inspection sign-off of the tenant improvement |

# AIR QUALITY ASSESSMENT

## Latitude Business Park
## City of Corona, CA

***Prepared By:***

***Ldn Consulting, Inc.***

**42428 Chisolm Trail**
**Murrieta, CA 92562**

***Project For:***

**Rexco Development**
**2518 N. Santiago Blvd.**
**Orange, CA 92867**

**June 2, 2021**



EXHIBIT 6

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## EXECUTIVE SUMMARY

This air quality impact study has been completed to determine the air quality impacts associated with the development of the construction and operation of the proposed Latitude Business Park industrial/warehousing development. It should be noted that the Project has previously been approved and is under construction.

The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. This revision would not increase the overall approved uses and would not modify expected traffic generation. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations spread out over the project site. The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. It is expected that the project would be fully operational in 2022.

During construction of the proposed Project, fugitive dust emissions would be expected but would not exceed thresholds established by the South Coast Air Quality Management District (SCAQMD). Given this, no construction mitigation will require mitigation. Furthermore, the project would not generate localized significance threshold impacts with the use of Tier 4 construction equipment. Based on this, Tier 4 construction equipment would be required and would be a condition to this project's approval.

Additionally, emissions will be generated from both project area and operational sources once the project is fully operational sometime in 2022 though no air quality impacts would be expected. The project was analyzed under localized significance thresholds for both construction and operations and was found to generate less than significant impacts.

Finally, the proposed Project would not be expected to generate offensive odors and would therefore not impact any sensitive receptors.

# 1.0 INTRODUCTION

## 1.1 Purpose of this Study

The purpose of this Air Quality study is to determine potential air quality impacts (if any) that may be created by construction, area or operational emissions (short term or long term) from the proposed Project. Should impacts be determined, the intent of this study would be to recommend suitable mitigation measures to bring those impacts to a level that would be considered less than significant.

## 1.2 Project Location

The Project is located on roughly a 75 gross acre site located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California within the South Coast Air Basin (SCAB). A general project vicinity map is shown in Figure 1-A.

## 1.3 Project Description

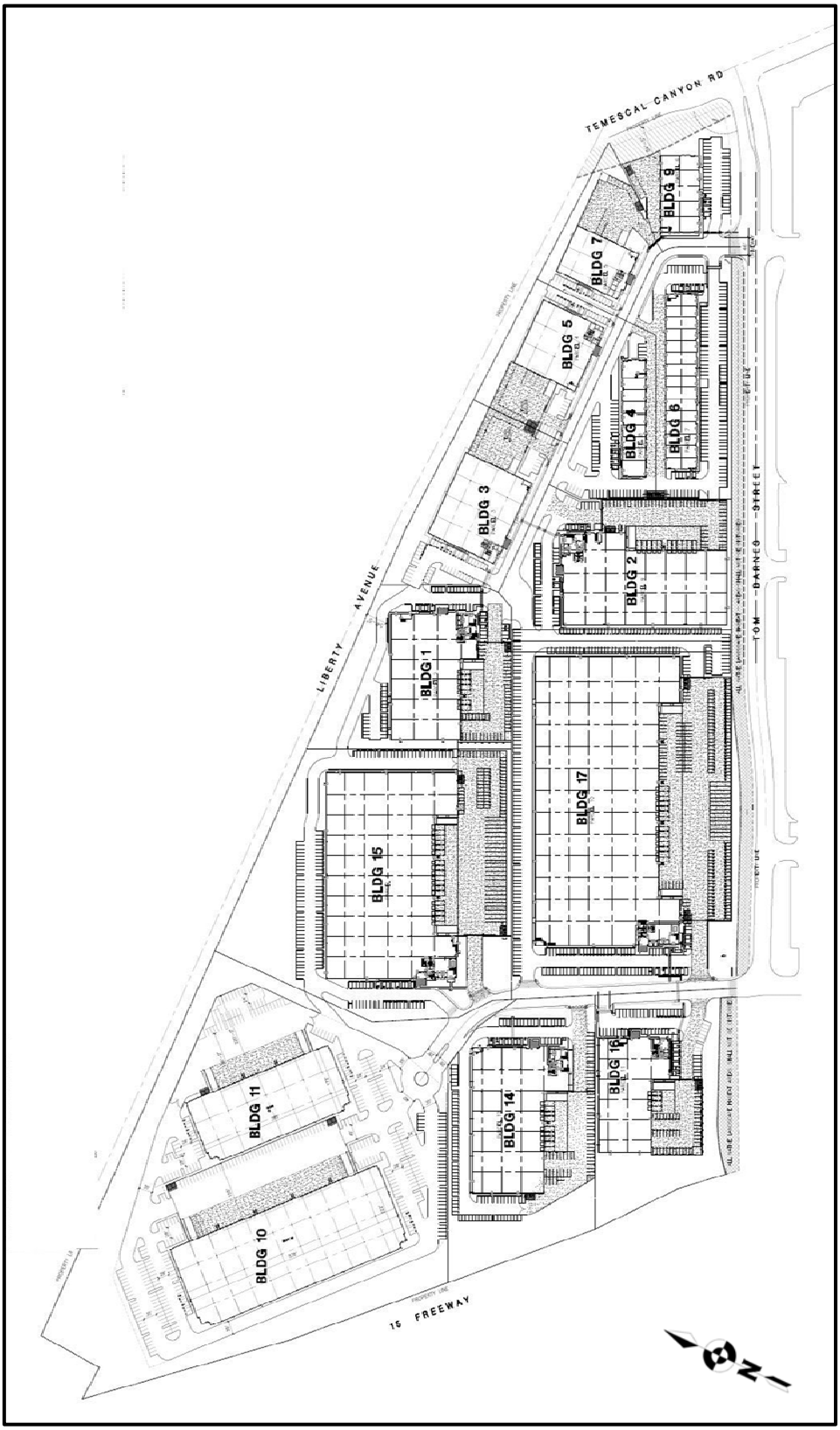
The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of the proposed warehouse space could contain cold storage. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations spread out over the project site.

The Project has previously been approved and is under construction. The Project would not increase the overall approved uses. The Project which is being graded currently is located on the northwest quadrant of Temescal Canyon Road and Tom Barnes Street. Also, as a design feature, the project would continue to utilize Tier 4 construction equipment. A site plan map is shown in Figure 1-B.

**Figure 1-A: Project Vicinity Map**

Source: (Google, 2021)

**Figure 1-B: Site Plan Map**




Source: (HPA Architecture, 2021)

## 2.0 EXISTING ENVIRONMENTAL SETTING

### 2.1 Existing Setting

The existing Project site is vacant and has been rough graded. Adjacent surrounding land uses are industrial, agricultural and residential to the north, commercial retail to the south, interstate 15 to the west and a covered storage lot to the east. The site topography is characterized by lightly sloping with elevations ranging from approximately 840 feet in the east to 860 feet above mean sea level in the west.

### 2.2 Climate and Meteorology

Climate within the SCAB area often varies dramatically over short geographical distances due to the size and topography. Most of southern California is dominated by high-pressure systems for much of the year, which keeps Corona mostly sunny and warm. Typically, during the winter months, the high-pressure system drops to the south and brings cooler, moister weather from the north.

It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SCAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

Daytime temperature highs within the City of Corona typically range between 66 ºF in the winter to approximately 99 ºF in the summer with the month of August usually being the hottest month. Corona usually receives an average seasonal precipitation of 12.45 inches of rain per year with the month of January usually being the wettest month of the year (U.S. Climate Data, 2019).

### 2.3 Regulatory Standards

#### 2.3.1 Federal Standards and Definitions

The Federal Air Quality Standards were developed per the requirements of The Federal Clean Air Act, which is a federal law that was passed in 1970 and further amended in 1990. This law provides the basis for the national air pollution control effort. An important element of the act included the development of national ambient air quality standards (NAAQS) for major air pollutants.

The Clean Air Act established two types of air quality standards otherwise known as primary and secondary standards. ***Primary Standards*** set limits for the intention of protecting public health, which includes sensitive populations such as asthmatics, children and elderly. ***Secondary Standards*** set limits to protect public welfare to include the protection against decreased visibility, damage to animals, crops, vegetation and buildings.

The EPA Office of Air Quality Planning and Standards (OAQPS) has set National Ambient Air Quality Standards for principal pollutants, which are called "criteria" pollutants. These pollutants are defined below:

1. ***Carbon Monoxide (CO):*** *is a colorless, odorless, and tasteless gas and is produced from the partial combustion of carbon-containing compounds, notably in internal-combustion engines. Carbon monoxide usually forms when there is a reduced availability of oxygen present during the combustion process. Exposure to CO near the levels of the ambient air quality standards can lead to fatigue, headaches, confusion, and dizziness. CO interferes with the blood's ability to carry oxygen.*
2. ***Lead (Pb):*** *is a potent neurotoxin that accumulates in soft tissues and bone over time. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children.*
3. ***Nitrogen Dioxide ($NO_2$):*** *is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is one of the nitrogen oxides emitted from high-temperature combustion, such as those occurring in trucks, cars, power plants, home heaters, and gas stoves. In the presence of other air contaminants, $NO_2$ is usually visible as a reddish-brown air layer over urban areas. $NO_2$ along with other traffic-related pollutants is associated with respiratory symptoms, respiratory illness and respiratory impairment. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to $NO_2$ above the level of the current state air quality standard. Clinical studies of human subjects suggest that $NO_2$ exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.*
4. ***Particulate Matter ($PM_{10}$ or $PM_{2.5}$):*** *is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary in shape, size and chemical composition, and can be made up of multiple materials such as metal, soot, soil, and dust. $PM_{10}$ particles are 10 microns (μm) or less and $PM_{2.5}$ particles are 2.5 (μm) or less. These particles can contribute significantly to regional haze and reduction of visibility in California. Exposure to PM levels exceeding current air quality standards increases the risk of allergies such as asthma and respiratory illness.*
5. ***Ozone ($O_3$)****: is a highly oxidative unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to ozone above ambient air quality standards can lead to*

*human health effects such as lung inflammation, tissue damage and impaired lung functioning. Ozone can also damage materials such as rubber, fabrics and plastics.*

6. ***Sulfur Dioxide ($SO_2$)**: is a gaseous compound of sulfur and oxygen and is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. $SO_2$ is also emitted from several industrial processes, such as petroleum refining and metal processing. Effects from $SO_2$ exposures at levels near the one-hour standard include bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of $SO_2$ results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.*

### 2.3.2 State Standards and Definitions

The State of California Air Resources Board (ARB) sets the laws and regulations for air quality on the state level. The California Ambient Air Quality Standards (CAAQS) are either the same as or more restrictive than the NAAQS and also restrict four additional contaminants. Table 2.1 on the following page identifies both the NAAQS and CAAQS. The additional contaminants as regulated by the CAAQS are defined below:

1. ***Visibility Reducing Particles**: Particles in the Air that obstruct the visibility.*
2. ***Sulfates**: are salts of Sulfuric Acid. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. They increase the acidity of the atmosphere and form acid rain.*
3. ***Hydrogen Sulfide ($H_2S$)**: is a colorless, toxic and flammable gas with a recognizable smell of rotten eggs or flatulence. $H_2S$ occurs naturally in crude petroleum, natural gas, volcanic gases, and hot springs. Usually, $H_2S$ is formed from bacterial breakdown of organic matter. Exposure to low concentrations of hydrogen sulfide may cause irritation to the eyes, nose, or throat. It may also cause difficulty in breathing for some asthmatics. Brief exposures to high concentrations of hydrogen sulfide (greater than 500 ppm) can cause a loss of consciousness and possibly death.*
4. ***Vinyl Chloride**: also known as chloroethene and is a toxic, carcinogenic, colorless gas with a sweet odor. It is an industrial chemical mainly used to produce its polymer, polyvinyl chloride (PVC).*

# Table 2.1: Ambient Air Quality Standards

| Ambient Air Quality Standards | | | | | | |
|---|---|---|---|---|---|---|
| **Pollutant** | **Average Time** | **California Standards[1]** | | **Federal Standards[2]** | | |
| | | Concentration[3] | Method[4] | Primary[3,5] | Secondary[3,6] | Method[7] |
| Ozone ($O_3$)[8] | 1 Hour | 0.09 ppm (180 µg/m3) | Ultraviolet Photometry | - | Same as Primary Standard | Ultraviolet Photometry |
| | 8 Hour | 0.070 ppm (137 µg/m3) | | 0.070 ppm (137 µg/m3) | | |
| Respirable Particulate Matter (PM10)[9] | 24 Hour | 50 µg/m3 | Gravimetric or Beta Attenuation | 150 µg/m3 | Same as Primary Standard | Inertial Separation and Gravimetric Analysis |
| | Annual Arithmetic Mean | 20 µg/m3 | | - | | |
| Fine Particulate Matter (PM2.5)[9] | 24 Hour | No Separate State Standard | | 35 µg/m3 | Same as Primary Standard | Inertial Separation and Gravimetric Analysis |
| | Annual Arithmetic Mean | 12 µg/m3 | Gravimetric or Beta Attenuation | 12.0 µg/m3 | 15 µg/m3 | |
| Carbon Monoxide (CO) | 8 hour | 9.0 ppm (10mg/m3) | Non-Dispersive Infrared Photometry (NDIR) | 9 ppm (10 mg/m3) | - | Non-Dispersive Infrared Photometry |
| | 1 hour | 20 ppm (23 mg/m3) | | 35 ppm (40 mg/m3) | | |
| | 8 Hour (Lake Tahoe) | 6 ppm (7 mg/m3) | | - | - | - |
| Nitrogen Dioxide ($NO_2$)[10] | Annual Arithmetic Mean | 0.030 ppm (57 µg/m3) | Gas Phase Chemiluminescence | 0.053 ppm (100 µg/m3)[8] | Same as Primary Standard | Gas Phase Chemiluminescence |
| | 1 Hour | 0.18 ppm (339 µg/m3) | | 0.100 ppm[8] (188/ µg/m3) | - | |
| Sulfur Dioxide ($SO_2$)[11] | Annual Arithmetic Mean | - | Ultraviolet Fluorescence | 0.030 ppm[10] (for Certain Areas) | - | Ultraviolet Fluorescence; Spectrophotometry (Pararoosaniline Method)[9] |
| | 24 Hour | 0.04 ppm (105 µg/m3) | | 0.14 ppm[10] (for Certain Areas) (See Footnote 9) | - | |
| | 3 Hour | - | | - | 0.5 ppm (1300 µg/m3) | |
| | 1 Hour | 0.25 ppm (655 µg/m3) | | 75 ppb (196 µg/m3) | - | |
| Lead[12,13] | 30 Day Average | 1.5 µg/m3 | Atomic Absorption | - | | - |
| | Calendar Quarter | - | | 1.5 µg/m3 | Same as Primary Standard | High Volume Sampler and Atomic Absorption |
| | Rolling 3-Month Average | - | | 0.15 µg/m3 | | |
| Visibility Reducing Particles | 8 Hour | See footnote 14 | | | | |
| Sulfates | 24 Hour | 25 µg/m3 | Ion Chromatography | | | |
| Hydrogen Sulfide | 1 Hour | 0.03 ppm (42 µg/m3) | Ultraviolet Fluorescence | | | |
| Vinyl Chloride[12] | 24 Hour | 0.01 ppm (26 µg/m3) | Gas Chromatography | | | |

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3 . The existing national 24- hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3 , as was the annual secondary standard of 15 µg/m3 . The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
12. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (California Air Resources Board, 5/4/2016)

### 2.3.3 Regional Standards

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants for designated periods defined in the footnote of Table 2.1 above are designated as "non-attainment areas" for that pollutant. Currently, there are 15 non-attainment areas for the federal ozone standard and two non-attainment areas for the $PM_{2.5}$ standard. The state therefore created the California State Implementation Plan (SIP), which is designed to provide control measures needed for California Air basins to attain ambient air quality standards.

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin, and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

More specifically, the AQMP identifies the path South Coast Air Basin must take for the attainment of federal PM and ozone standards and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act.

The City of Corona lies within the SCAB. The SCAQMD is the government agency, which regulates sources of air pollution within the City of Corona. A complete listing of the current attainment status by pollutants for the SCAB is shown on Table 2.2 on the following page (SCAQMD, 2016).

**Table 2.2: South Coast Air Basin Attainment Status by Pollutant**

| County Air Basin Attainment Status by Pollutant | | | |
|---|---|---|---|
| Pollutant | Average Time | California Standards | Federal Standards |
| Ozone ($O_3$) | 1 Hour | Non-attainment | Extreme Nonattainment |
| | 8 Hour | | |
| Respirable Particulate Matter (PM10) | 24 Hour | Non-attainment | Attainment Maintenance[1] |
| | Annual Arithmetic Mean | | N/A |
| Fine Particulate Matter PM2.5 | 24 Hour | No State Standard | Non-attainment (Serious) |
| | Annual Arithmetic Mean | Non-attainment | Non-attainment (Serious) |
| Carbon Monoxide (CO) | 8 hour | Attainment | Attainment Maintenance[1] |
| | 1 hour | | |
| Nitrogen Dioxide ($NO_2$) | Annual Arithmetic Mean | Attainment | Attainment Maintenance1 |
| | 1 Hour | | Unclassifiable/Attainment |
| Sulfur Dioxide ($SO_2$) | Annual Arithmetic Mean | No State Standard | Attainment |
| | 24 Hour | | Attainment |
| | 1 Hour | | Unclassifiable/Attainment |
| Lead | 30 Day Average | Attainment | No Federal Standard |
| | Calendar Quarter | | Attainment |

1. Maintenance Area (defined by U.S. Department of Transportation) is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

## 2.4 California Environmental Quality Act (CEQA) Significance Thresholds

The California Environmental Quality Act has provided a checklist to identify the significance of air quality impacts. These guidelines are found in Appendix G of the CEQA guidelines and are as follows:

AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

*A:* Conflict with or obstruct implementation of the applicable air quality plan?

*B:* Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

*C:* Expose sensitive receptors to substantial pollutant concentrations?

*D:* Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

## 2.5 Air Quality Impact Assessment Screening Thresholds

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown in Table 2.3 below. Demonstrating a projects compliance with SCAQMD Screening thresholds are a significant part of demonstrating compliance with SCAQMDs AQMP and is critical to insuring less than significant impacts to questions A and B identified in section 2.4 above.

**Table 2.3: Screening Threshold for Criteria Pollutants**

| Pollutant | Total Emissions (Pounds per Day) |
|---|---|
| Construction Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 150 and 55 |
| Nitrogen Oxide ($NO_x$) | 100 |
| Sulfur Oxide ($SO_x$) | 150 |
| Carbon Monoxide (CO) | 550 |
| Volatile Organic Compounds (VOCs) | 75 |
| Operational Emissions | |
| Respirable Particulate Matter ($PM_{10}$ and $PM_{2.5}$) | 150 and 55 |
| Nitrogen Oxide ($NO_x$) | 55 |
| Sulfur Oxide ($SO_x$) | 150 |
| Carbon Monoxide (CO) | 550 |
| Lead and Lead Compounds | 3.2 |
| Volatile Organic Compounds (VOCs) | 55 |

In 1987, the California legislature adopted the Air Toxics "Hot Spots" Information and Assessment Act; also known as Assembly Bill 2588 (or AB 2588). The goals of the Assembly Bill are to collect emissions data, identify facilities having localized impacts to determine health risks, and notify affected individuals. High priority facilities must prepare a Health Risk Assessment (HRA). This Assembly bill is primarily geared toward mitigating long term fixed sources health risks above the action risk levels. SCAQMD has a number of rules which were prepared to meet AB 2588 goals (i.e., Rules 1401, 1402 and 212) (SCAQMD, 2015) but none specific to short term construction projects. Projects or facilities found to increase action risk levels require mitigation and reporting.

Toxic Air Contaminants (TACs) are regulated by the SCAQMD under Rule 1401, 1402 and 212 which were developed to identify requirements for reporting and requires evaluation of potential health risks for any new, relocated, or modified emission units (fixed sources) which

may increase emissions of one or more toxic air contaminants. The rule requires that projects that propose to increase cancer risk to greater than one in one million need to implement toxics best available control technology (T-BACT) or impose the most effective emission limitation, emission control device or control technique to reduce the cancer risk.

Diesel particulate matter emissions were identified as a TAC by California Air Resources Board (CARB) in 1998 and were added to SCAQMD Rule 1401 list of compounds on March 7, 2008. Under the current AB2588 Air Toxics "Hot Spots" Emission Inventory Criteria and Guidelines Regulation, facility operators are required to include health risk impacts of any diesel exhaust particulate emissions from stationary emergency and prime compression ignition internal combustion engines, as well as portable diesel engines. The SCAQMD Governing Board has adopted risk levels for purposes of notification pursuant to the AB2588 program. Based on this guidance, if the cancer risk is Greater than 10 in a million the public must be notified. If the risk is Greater than 25 in one million the risk shall be mitigated.

The State of California's Office of Environmental Health Hazard Assessment (OEHHA) published revised health risk assessment guidance that places greater emphasis on early childhood exposure and suggests that construction projects as short as 2-6 months may warrant evaluation (OEHHA, 2015). Based on this guidance, this report assumes that if the cancer risks from TACs is Greater than 10 in a million the public must be notified. If the risk is Greater than 25 in one million the risk shall be mitigated. Risks below 10 in a million would be considered less than significant.

## 2.6 Local Air Quality

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. As mentioned earlier, this data is also used to determine attainment status when compared to the NAAQS and CAAQS. The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on criteria pollutants within the SCAB.

Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 2.4 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

**Table 2.4: Three-Year Ambient Air Quality Summary near the Project Site**

| Pollutant | Ambient Monitoring Site | Averaging Time | CAAQS | NAAQS | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|---|---|
| $O_3$ (ppm) | Lake Elsinore | 1 Hour | 0.09 ppm | - | 0.121 | 0.116 | 0.108 |
| | Lake Elsinore | 8 Hour | 0.070 ppm | 0.075 ppm | 0.098 | 0.095 | 0.089 |
| $PM_{10}$ ($\mu g/m^3$) | Lake Elsinore | 24 Hour | 50 $\mu g/m^3$ | 150 $\mu g/m^3$ | 134.1 | 105.3 | 93.8 |
| | Lake Elsinore | Annual Arithmetic Mean | 20 $\mu g/m^3$ | - | 23.6 | 23.3 | 19.7 |
| $PM_{2.5}$ ($\mu g/m^3$) | Lake Elsinore | 24 Hour | - | 35 $\mu g/m^3$ | 27.2 | 31.3 | 17.6 |
| | Lake Elsinore | Annual Arithmetic Mean | 12 $\mu g/m^3$ | 15 $\mu g/m^3$ | 11.3 | 6.7 | - |
| $NO_2$ (ppm) | Lake Elsinore | Annual Arithmetic Mean | 0.030 ppm | 0.053 ppm | 0.008 | 0.008 | 0.006 |
| | Lake Elsinore | 1 Hour | 0.18 ppm | - | 0.049 | 0.041 | 0.038 |
| All ambient emissions reported are assumed to be taken by the district in compliance with both the NAAQS and CAAQS. Methodologies for those measurements are discussed in Table 2.1 of this report. | | | | | | | |

## 2.7 Localized Significance Thresholds

In June 2003 SCAQMD proposed a methodology for calculating Localized Significance Thresholds (LSTs) for $NO_2$, CO, $PM_{2.5}$ and $PM_{10}$. The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level proposed projects and would not be applicable to regional projects such as general plans. The LST methodology was last updated to incorporate the most recent ambient air quality standards (South Coast Air Quality Management District, 2008). The LST methodology is often utilized by most agencies governed under SCAQMD CEQA review which would include the County of Riverside.

SCAQMD developed mass rate look-up tables for projects less than five acres to assist agencies with development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 19191 which replaced ISCS3 as the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as $NO_2$ and CO are calculated by adding emission impacts from the project development to the peak background ambient $NO_2$ and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 $\mu g/m^3$. Demonstrating a projects compliance with SCAQMD Screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to insuring less than significant impacts to questions A and B identified in Section 2.4 above.

## 3.0 METHODOLOGY

### 3.1 Construction Emissions Calculations

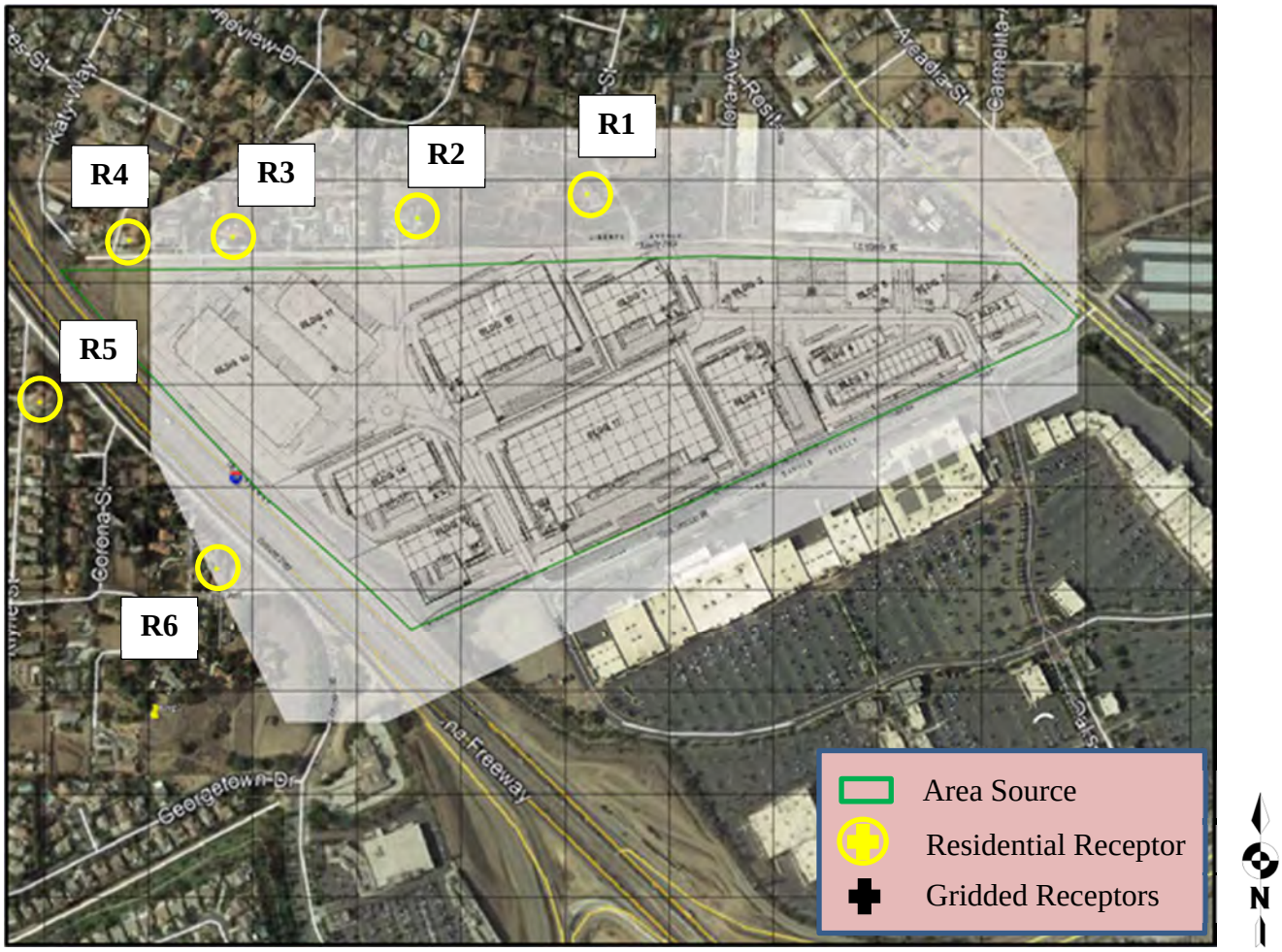
Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which was developed by ENVIRON International Corporation for SCAQMD. The construction module in CalEEMod calculates the emissions associated with the construction of the project using methodologies presented in the US EPA AP-42 document with emphasis on Chapter 11.9. The CalEEMod input/output model is shown in ***Attachment A*** to this report. Air dispersion modeling utilizing AERMOD Version 19191 is the preferred dispersion modeling software used within this analysis. A graphical representation of the modeling locations is shown on an aerial below in Figure 3-A. The grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, four sensitive receptors were added to determine annual diesel exhaust emissions at discrete sensitive receptor locations (nearest homes) and are represented by yellow circles. The proposed project would be built out in two phases however for purposes of a worst-case analysis, the project was analyzed over one phase.

Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The worst case cancer risk dose calculation is defined in Equation 1 below (OEHHA, 2015).

*Equation 1* $$Dose_{air} = C_{air} * (BR/BW) * A * EF * (1x10^{-6})$$

| | | |
|---|---|---|
| $Dose_{air}$ | = | Dose through inhalation (mg/kg/d) |
| $C_{air}$ | = | Concentration in air (µg/m3) Annual average DPM concentration in µg/m3 - AERMOD Annual Concentration. |
| BR/BW | = | Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range. |
| A | = | Inhalation absorption factor (assumed to be 1) |
| EF | = | Exposure frequency (unitless, days/365 days) |
| 1x10-6 | = | Milligrams to micrograms conversion ($10^{-3}$ mg/ µg), cubic meters to liters conversion ($10^{-3}$ $m^3$/l) |

**Figure 3-A: AERMOD $PM_{10}$ Exhaust – Model Setup**



Once the dose is determined then you must calculate the cancer risk. The average daily inhalation dose (mg/kg-day) multiplied by the cancer potency factor $(mg/kg\text{-}day)^{-1}$ will give the inhalation cancer risk (unitless), which is an expression of the chemical's cancer risk during a 70-year lifespan of exposure. Cancer risk is calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. As described below, the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk for any given location. Specific factors as modeled are shown within the project models attached to this report. The worst case cancer risk calculation is defined in Equation 2 below (OEHHA, 2015).

*Equation 2*

$$RISKinh\text{-}res = DOSEair \times CPF \times ASF \times ED/AT \times FAH$$

| | | |
|---|---|---|
| RISKinh-res | = | Residential inhalation cancer risk |
| DOSEair | = | Daily inhalation dose (mg/kg-day) |
| CPF | = | Inhalation cancer potency factor $(mg/kg\text{-}day^{-1})$ |
| ASF | = | Age sensitivity factor for a specified age group (unitless) |
| ED | = | Exposure duration (in years) for a specified age group |
| AT | = | Averaging time for lifetime cancer risk (years) |
| FAH | = | Fraction of time spent at home (unitless) |

OEHHA recommends that an exposure duration (residency time) of 30 years be used to estimate individual cancer risk for the Maximally Exposed Individual Resident (MEIR). OEHHA also recommends that the 30-year exposure duration be used as the basis for public notification and risk reduction audits and plans. Exposure durations of 9-years and 70-years are also recommended to be evaluated for the MEIR to show the range of cancer risk based on residency periods. If a facility is notifying the public regarding cancer risk, the 9-and 70-year cancer risk estimates are useful for people who have resided in their current residence for periods shorter and longer than 30 years.

Demonstrating a projects compliance with OEHHA Cancer Risk thresholds are a significant part of demonstrating compliance with SCAQMDs AQMP and is critical to insuring less than significant impacts under CEQA.

## 3.2 Localized Threshold Construction Impacts

Utilizing the AERMOD dispersion model, project level air quality emissions for $NO_x$, and $PM_{10}$ emissions were calculated utilizing an area source method with an area equal to the project boundaries and a source height of 3 meters. A series of concentric boundary receptors (Purple Polygons) was then utilized which represents the typical distances used by SCAQMD to calculate LSTs. The layout of the site is shown below in Figure 3-B.

**Figure 3-B: AERMOD Area Source Modeling and Boundary Sources**

Based on SCAQMD information, LST concentrations for $PM_{10}$ is 10.4 µg/m$^3$ whenever background PM emissions exceed ambient air quality thresholds. To derive LST concentrations for $NO_2$, the difference between the ambient air quality standard and the ambient concentration for the pollutant must be determined. The following equation is used:

$$C_{pc} = C_{AAQS} - C_b$$

Where: $C_{PC}$ = Project contribution emission levels in micrograms per cubic meter; and
$C_b$ = Background Concentration measured at the closest air quality monitoring station in micrograms per cubic meter; and
$C_{AAQS}$ = is the limiting state or federal standards in micrograms per cubic meter.

## 3.3 Construction Assumptions

The Project construction dates were estimated based a construction kickoff in early 2020 with earthwork expected to last about 3 months. Once all the earthwork is completed, the project would pave the roads and the start building construction. Buildout of the Project was assumed to be in the middle of 2021. Table 3.1 shows the expected timeframes for the construction processes for all the project infrastructure, facilities, improvements and residential structures at the proposed project location as well as the expected number of pieces of equipment.

It should be noted the Project has been previously approved and is currently under construction. For purposes of this analysis, the same dates are used. Should the Project's construction activities occur at a later date than analyzed in this report, construction equipment emissions are conservative due to the fact that an increased efficiency of construction equipment is expected over time.

Air Quality impacts related to construction will be calculated using the latest CalEEMod 2016.3.2 air quality model which was developed by Breeze Software for the South Coast Air Quality Management District (SCAQMD). CalEEMod incorporates emission factors from the EMFAC2014 model for on-road vehicle emissions and the OFFROAD2011 model for off-road vehicle emissions.

**Table 3.1: Expected Construction Equipment**

| Equipment Identification | Proposed Start | Proposed Completion | Quantity |
|---|---|---|---|
| **Site Preparation** | 01/01/2020 | 01/14/2020 | |
| Rubber Tired Dozers | | | 3 |
| Tractors/Loaders/Backhoes | | | 4 |
| **Grading** | 01/15/2020 | 02/25/2020 | |
| Excavators | | | 2 |
| Graders | | | 1 |
| Rubber Tired Dozers | | | 1 |
| Scrapers | | | 2 |
| Tractors/Loaders/Backhoes | | | 2 |
| **Paving** | 02/26/2020 | 03/24/2020 | |
| Pavers | | | 2 |
| Paving Equipment | | | 2 |
| Rollers | | | 2 |
| **Building Construction** | 03/25/2020 | 10/05/2021 | |
| Cranes | | | 1 |
| Forklifts | | | 3 |
| Generator Sets | | | 1 |
| Tractors/Loaders/Backhoes | | | 3 |
| Welders | | | 1 |
| **Architectural Coating** | 03/25/2020 | 10/05/2021 | |
| Air Compressors | | | 1 |
| This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2. | | | |

## 3.4 Operational Emissions

Once construction is completed the proposed project would generate emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses, which are also calculated within CalEEMod. Area Sources include consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, mobile or transportation related emissions are calculated in CalEEMod through the use of EMFAC2014. The Operational model is also shown in ***Attachment A*** at the end of this report.

As noted in the traffic analysis (See Table A of the traffic study), the traffic modeling assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE) (LL&G, November 2019). Table A breaks down the actual trips based on the number axels each truck would have. Since air quality impacts are based on truck size (number of axels), the air quality

analysis uses actual truck trips based on axels as reported in the project traffic study (See Table A). The model also estimates emission predictions for ROG, NOx, CO, $SO_2$, $PM_{10}$ and $PM_{2.5}$ for area source assumptions. Additionally, the model was updated to reflect the estimated weekday Vehicle Miles Traveled (VMT) expected by the project (Fehr & Peers, 2019) with a yearly estimate of 10,802,025 VMT.

## 3.5 Odor Impacts (Onsite)

Potential onsite odor generators would include short term construction odors from activities such as paving and possibly painting. The construction odors would be considered short term and would not be considered an impact. Given this the Project will not have a potential to create offensive odors and would therefore not be considered an impact under CEQA.

## 4.0 FINDINGS

### 4.1 Construction Findings

Table 4.1 shows the calculated emissions from construction. Based on the results, no significant construction impacts are expected.

**Table 4.1: Expected Construction Emissions Summary**

| Year | ROG | $NO_x$ | CO | $SO_2$ | $PM_{10}$ (Dust) | $PM_{10}$ (Exhaust) | $PM_{10}$ (Total) | $PM_{2.5}$ (Dust) | $PM_{2.5}$ (Exhaust) | $PM_{2.5}$ (Total) |
|---|---|---|---|---|---|---|---|---|---|---|
| 2020 (lb/day) | 39.94 | 39.40 | 68.12 | 0.23 | 18.27 | 0.30 | 18.33 | 9.98 | 0.28 | 10.05 |
| 2021 (lb/day) | 39.47 | 36.01 | 64.16 | 0.22 | 13.19 | 0.19 | 13.38 | 3.54 | 0.18 | 3.73 |
| **Significance Threshold (lb/day)** | **75** | **100** | **550** | **150** | **-** | **-** | **150** | **-** | **-** | **55** |
| **Exceeds Screening Threshold** | **No** | **No** | **No** | **No** | **-** | **-** | **No** | **-** | **-** | **No** |

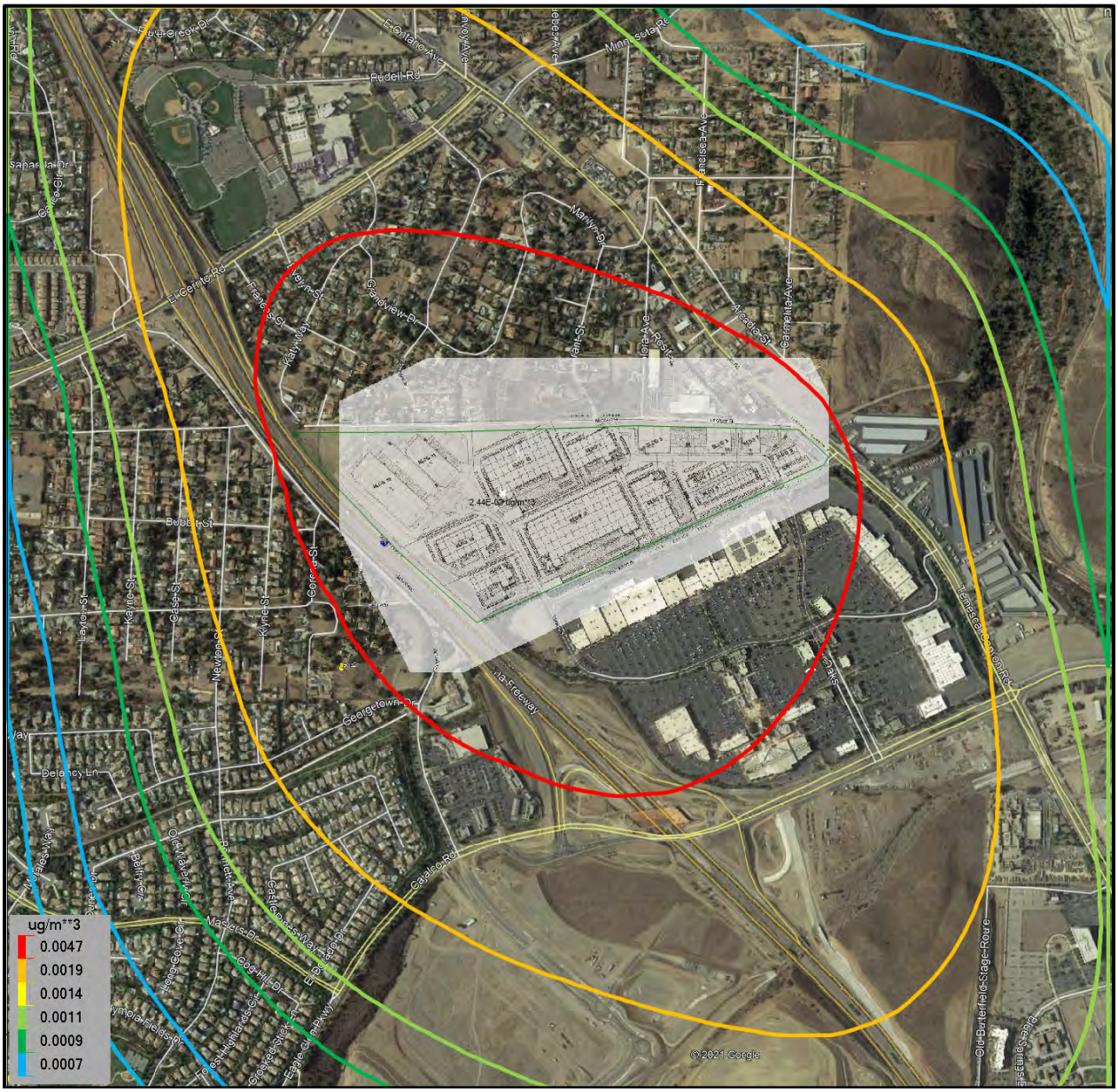
### 4.2 Construction Health Risk

Based on the modeling, $PM_{10}$ from onsite construction equipment would cumulatively produce 0.00946 tons over the construction duration (643-calendar days) or an average of 0.000154 grams/second. It should be noted: the project would utilize Tier 4 equipment. The average emission rate over the grading area is $5.78 \times 10^{-10}$ g/m$^2$/s, which was calculated as follows:

$$\frac{0.000154\,\frac{grams}{second}}{75acres * 4{,}046\,\frac{meters^2}{acre}} = 5.08 * 10^{-10}\ \frac{\frac{grams}{meters^2}}{second}$$

Utilizing the AERMOD dispersion model, we find that the peak maximum concentration is 0.0139 µg/m$^3$ at the nearest residential receptor to the north during the worst-case construction period. Therefore, utilizing the risk equation identified above in Section 3.1, the inhalation cancer risk for 70 years is 4.26 which will not exceed the 10 in one million thresholds. Given this, the construction would be considered less than significant under CEQA and would be in compliance. The emissions outputs are shown visually in Figures 4-A. The $PM_{10}$ exhaust AERMOD input/output is provided in ***Attachment B*** and the Cancer Risk calculations is provided in ***Attachment C***. It should be noted that the Project operations were analyzed within a separate operational health risk analysis.

## Figure 4-A: $PM_{10}$ Exhaust – Annual Maximum Construction AERMOD Plot



## 4.3 Localized Significance Thresholds for Construction

SCAQMD also recommend using LST methodology which incorporates background ambient air quality data. LDN consulting utilized the AERMOD dispersion model for these calculations using an urban setting to determine project level emissions for NOx and PM10. Emissions were calculated utilizing multiple point sources over the project site. Total construction emissions were used as taken from CalEEMod and were normalized to the corresponding averaging time used by CAAQS methodology. An offset group of receptors were used consisting of concentric points outwards at 25, 50, 100, 200 and 500 meters were used however for purposes of graphing a 50 meter spaced discreet receptor grid was included. Finally, Tier 4 equipment was assumed as this equipment would be implemented as a design feature to this project.

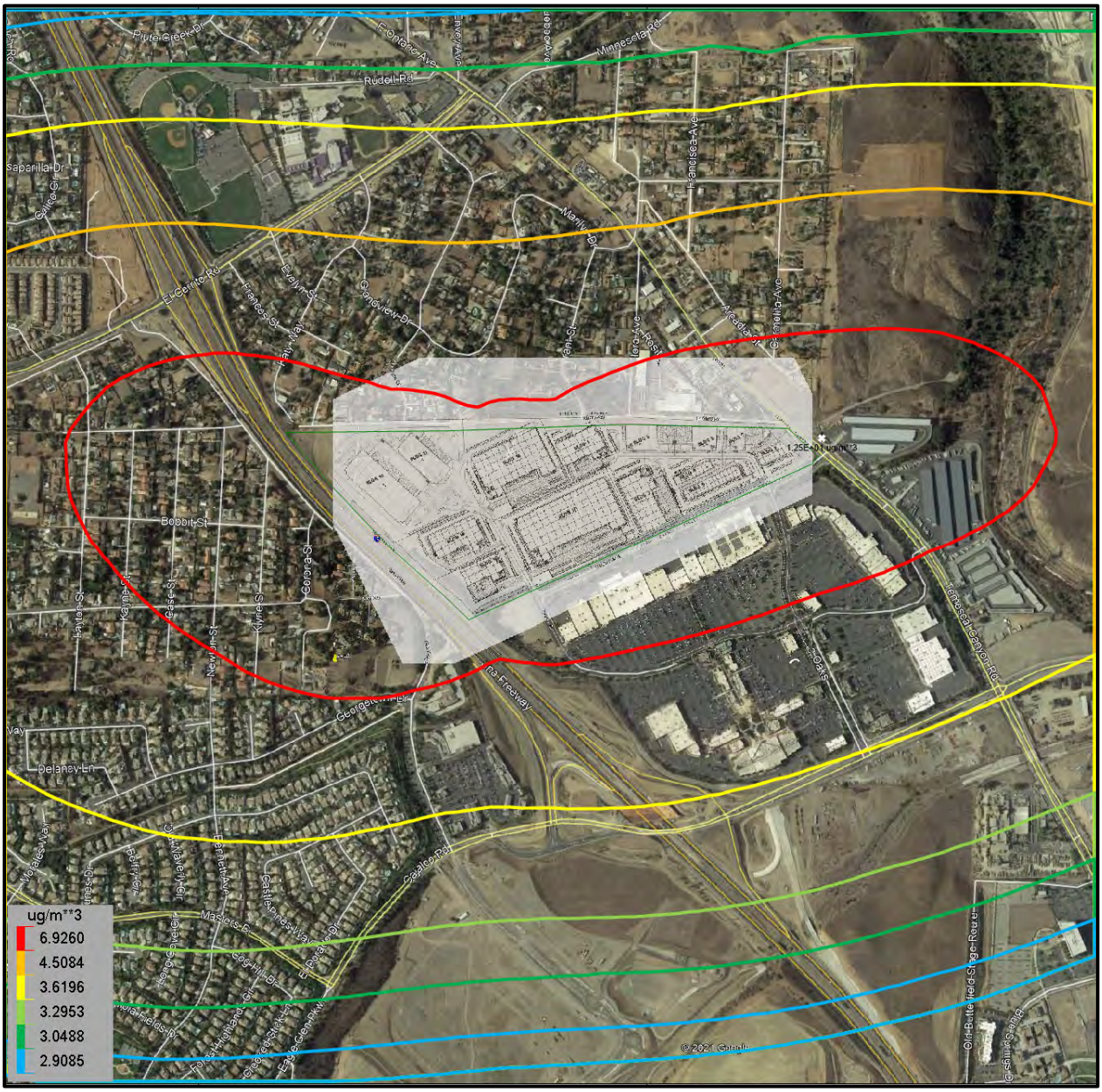
Based upon the CalEEMod air quality modeling as shown in CalEEMod annual outputs, worst-case $NO_x$ and $PM_{10}$ would cumulatively produce 0.5381 and 0.2313 tons respectively over the construction duration of 643-days. The average rate over the project area is 0.0038 and 0.0088 grams per second or 3.29 $x10^{-8}$ $g/m^2/s$ and 1.41 $x10^{-8}$ $g/m^2/s$ for each pollutant during the construction day and was modeled as such within AERMOD ***(Attachments D and – E)***. Furthermore, emission output plots are shown in Figures 4-B and –C starting on the following page.

Based on these calculations, it was found that the project would not contribute emissions in significant quantities to exceed the LST and would not require any additional mitigation measures to comply. Table 4.2 shows the unmitigated results from AERMOD.

**Table 4.2: AERMOD Modeling Results during construction (Unmitigated)**

| Pollutant | Averaging Time | Threshold | Background Ambient Air Quality Data | | LST (µg/m3) | Project Contribution (µg/m3) | | | | | Sig.? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Data | (µg/m3) | | 25 (m) | 50 (m) | 100 (m) | 200 (m) | 500 (m) | |
| NOx | 1 Hour | 0.18 ppm (339 µg/m³) | 0.049 ppm | 92.28 | 245.1 | 9.14 | 9.14 | 9.14 | 6.33 | 6.33 | No |
| $PM_{10}$ | 24 Hour | 10.4 µg/m3 | 134.1 µg/m³ | 134.1 | 10.4 | 0.77 | 0.77 | 0.77 | 0.38 | 0.38 | No |

## Figure 4-B: NOx – 1HR Maximum Construction AERMOD Plot



## Figure 4-C: $PM_{10}$ – 24HR Maximum Construction AERMOD Plot

The proposed Project has been designed in accordance with the existing site zoning designation and is consistent with the City's General Plan. Since no direct operation on construction impacts are expected, the proposed project would be consistent with the SIP and local AQMP. Given this, less than significant cumulative operational impacts would be expected.

## 4.4 Operational Findings

Once construction is completed the proposed project would generate air quality emissions from daily operations which would include sources such as Area, Energy, Mobile, Solid Waste and Water uses, which are calculated within CalEEMod. Area sources are from consumer products, landscaping and architectural coatings which can be attributed to regular maintenance. Energy sources would be from uses such as electricity and natural gas.

Finally, the project would also generate air quality emissions through the use of carbon fuel burning vehicles for transportation. Mobile trips were updated within CalEEMod to reflect the total vehicular miles traveled as discussed in Section 3.4 of this report. Operational emissions are shown in Table 4.3. Based on these emissions, no impacts would be expected.

**Table 4.3: Expected Daily Pollutant Generation**

| | ROG | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **Summer Scenario** | | | | | | |
| Area Source Emission Estimates (Lb/Day) | 24.43 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Energy Source Emissions (Lb/Day) | 0.66 | 5.98 | 5.02 | 0.04 | 0.45 | 0.45 |
| Operational Vehicle Emissions (Lb/Day) | 6.62 | 44.70 | 98.16 | 0.41 | 32.68 | 8.98 |
| **Total with Design Features (Lb/Day)** | 31.70 | 50.69 | 103.52 | 0.44 | 33.13 | 9.44 |
| **SCAQMD Thresholds** | **55** | **55** | **550** | **150** | **150** | **55** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |
| **Winter Scenario** | | | | | | |
| Area Source Emission Estimates (Lb/Day) | 24.43 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Energy Source Emissions (Lb/Day) | 0.66 | 5.98 | 5.02 | 0.04 | 0.45 | 0.45 |
| Operational Vehicle Emissions (Lb/Day) | 6.39 | 45.71 | 91.57 | 0.39 | 32.68 | 8.98 |
| **Total with Design Features (Lb/Day)** | **31.48** | **51.70** | **96.93** | **0.43** | **33.13** | **9.44** |
| **Significant?** | **No** | **No** | **No** | **No** | **No** | **No** |
| Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2 | | | | | | |

## 4.5 Odor Impact Findings

Odor impacts from construction operations would be considered short term events and would not be considered an impact. Long term operations will not create offensive odors and would not create any operational odor impacts.

## 4.6 Conclusion of Findings

During construction of the proposed Project, fugitive dust emissions would be expected but would not exceed thresholds established by the SCAQMD. Given this, no construction emissions will require mitigation. Furthermore, the project would not generate localized significance threshold impacts. It should be noted however, as a design feature, the project will utilize Tier 4 construction equipment. Since all emission calculations are based upon this assumption within this analysis, using Tier 4 equipment will be a condition to approval of this project.

Operationally, this project was found to generate less than significant air quality emissions. Based on this, operational air quality impacts would not be expected.

Finally, the proposed Project would not be expected to generate offensive odors and would therefore not impact any sensitive receptors.

To reiterate requirements within this analysis, the following measures are required and though they are design features are assumed within air quality modeling calculations. Given this, the following measures will be conditions to the project.

- The project will only utilize Tier 4 diesel construction equipment.

## 5.0 REFERENCES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**ATTACHMENT A**

CALLEEMOD 2016.3.2

# Latitude Business Park (2022)

**South Coast Air Basin, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2022 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 536.32 | **CH4 Intensity (lb/MWhr)** | 0.022 | **N2O Intensity (lb/MWhr)** | 0.005 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

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## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 41.9413 | 57.9060 | 67.5091 | 0.2266 | 18.2675 | 2.1990 | 20.4664 | 9.9840 | 2.0230 | 12.0071 | 0.0000 | 23,026.8419 | 23,026.8419 | 1.9490 | 0.0000 | 23,065.2571 |
| 2021 | 41.2366 | 52.6078 | 63.2628 | 0.2221 | 13.1886 | 1.1982 | 14.3867 | 3.5445 | 1.1316 | 4.6761 | 0.0000 | 22,593.4729 | 22,593.4729 | 1.4729 | 0.0000 | 22,630.2966 |
| **Maximum** | **41.9413** | **57.9060** | **67.5091** | **0.2266** | **18.2675** | **2.1990** | **20.4664** | **9.9840** | **2.0230** | **12.0071** | **0.0000** | **23,026.8419** | **23,026.8419** | **1.9490** | **0.0000** | **23,065.2571** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 39.9368 | 39.3996 | 68.1219 | 0.2266 | 18.2675 | 0.2980 | 18.3311 | 9.9840 | 0.2840 | 10.0475 | 0.0000 | 23,026.8419 | 23,026.8419 | 1.9490 | 0.0000 | 23,065.2571 |
| 2021 | 39.4743 | 36.0124 | 64.1627 | 0.2221 | 13.1886 | 0.1902 | 13.3788 | 3.5445 | 0.1810 | 3.7255 | 0.0000 | 22,593.4729 | 22,593.4729 | 1.4729 | 0.0000 | 22,630.2966 |
| **Maximum** | **39.9368** | **39.3996** | **68.1219** | **0.2266** | **18.2675** | **0.2980** | **18.3311** | **9.9840** | **0.2840** | **10.0475** | **0.0000** | **23,026.8419** | **23,026.8419** | **1.9490** | **0.0000** | **23,065.2571** |

| | **ROG** | **NOx** | **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** | **4.53** | **31.76** | **-1.16** | **0.00** | **0.00** | **85.63** | **9.02** | **0.00** | **85.26** | **17.44** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Energy | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| Mobile | 6.6156 | 44.7029 | 98.1573 | 0.4083 | 32.3502 | 0.3254 | 32.6756 | 8.6774 | 0.3047 | 8.9820 | | 41,771.6046 | 41,771.6046 | 1.9444 | | 41,820.2139 |
| **Total** | **31.7022** | **50.6873** | **103.5213** | **0.4442** | **32.3502** | **0.7812** | **33.1314** | **8.6774** | **0.7605** | **9.4378** | | **48,949.9737** | **48,949.9737** | **2.0839** | **0.1316** | **49,041.2840** |

### 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 | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Energy | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| Mobile | 6.6156 | 44.7029 | 98.1573 | 0.4083 | 32.3502 | 0.3254 | 32.6756 | 8.6774 | 0.3047 | 8.9820 | | 41,771.6046 | 41,771.6046 | 1.9444 | | 41,820.2139 |
| **Total** | **31.7022** | **50.6873** | **103.5213** | **0.4442** | **32.3502** | **0.7812** | **33.1314** | **8.6774** | **0.7605** | **9.4378** | | **48,949.9737** | **48,949.9737** | **2.0839** | **0.1316** | **49,041.2840** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

Latitude Business Park (2022) - South Coast Air Basin, Summer

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.0765 | 42.4173 | 21.5136 | 0.0380 | | 2.1974 | 2.1974 | | 2.0216 | 2.0216 | | 3,685.1016 | 3,685.1016 | 1.1918 | | 3,714.8975 |
| **Total** | **4.0765** | **42.4173** | **21.5136** | **0.0380** | **18.0663** | **2.1974** | **20.2637** | **9.9307** | **2.0216** | **11.9523** | | **3,685.1016** | **3,685.1016** | **1.1918** | | **3,714.8975** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0807 | 0.0546 | 0.7336 | 2.0700e-003 | 0.2012 | 1.5300e-003 | 0.2027 | 0.0534 | 1.4100e-003 | 0.0548 | | 205.8905 | 205.8905 | 5.9300e-003 | | 206.0389 |
| **Total** | **0.0807** | **0.0546** | **0.7336** | **2.0700e-003** | **0.2012** | **1.5300e-003** | **0.2027** | **0.0534** | **1.4100e-003** | **0.0548** | | **205.8905** | **205.8905** | **5.9300e-003** | | **206.0389** |

### 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 | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4656 | 2.0175 | 20.8690 | 0.0380 | | 0.0621 | 0.0621 | | 0.0621 | 0.0621 | 0.0000 | 3,685.1016 | 3,685.1016 | 1.1918 | | 3,714.8975 |
| **Total** | **0.4656** | **2.0175** | **20.8690** | **0.0380** | **18.0663** | **0.0621** | **18.1283** | **9.9307** | **0.0621** | **9.9928** | **0.0000** | **3,685.1016** | **3,685.1016** | **1.1918** | | **3,714.8975** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0807 | 0.0546 | 0.7336 | 2.0700e-003 | 0.2012 | 1.5300e-003 | 0.2027 | 0.0534 | 1.4100e-003 | 0.0548 | | 205.8905 | 205.8905 | 5.9300e-003 | | 206.0389 |
| **Total** | **0.0807** | **0.0546** | **0.7336** | **2.0700e-003** | **0.2012** | **1.5300e-003** | **0.2027** | **0.0534** | **1.4100e-003** | **0.0548** | | **205.8905** | **205.8905** | **5.9300e-003** | | **206.0389** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.4501 | 50.1975 | 31.9583 | 0.0620 | | 2.1739 | 2.1739 | | 2.0000 | 2.0000 | | 6,005.8653 | 6,005.8653 | 1.9424 | | 6,054.4257 |
| **Total** | **4.4501** | **50.1975** | **31.9583** | **0.0620** | **8.6733** | **2.1739** | **10.8472** | **3.5965** | **2.0000** | **5.5965** | | **6,005.8653** | **6,005.8653** | **1.9424** | | **6,054.4257** |

## 3.3 Grading - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0897 | 0.0607 | 0.8152 | 2.3000e-003 | 0.2236 | 1.7100e-003 | 0.2253 | 0.0593 | 1.5700e-003 | 0.0609 | | 228.7673 | 228.7673 | 6.5900e-003 | | 228.9321 |
| **Total** | **0.0897** | **0.0607** | **0.8152** | **2.3000e-003** | **0.2236** | **1.7100e-003** | **0.2253** | **0.0593** | **1.5700e-003** | **0.0609** | | **228.7673** | **228.7673** | **6.5900e-003** | | **228.9321** |

**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 | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0620 | | 0.1015 | 0.1015 | | 0.1015 | 0.1015 | 0.0000 | 6,005.8653 | 6,005.8653 | 1.9424 | | 6,054.4257 |
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0620** | **8.6733** | **0.1015** | **8.7749** | **3.5965** | **0.1015** | **3.6980** | **0.0000** | **6,005.8653** | **6,005.8653** | **1.9424** | | **6,054.4257** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0897 | 0.0607 | 0.8152 | 2.3000e-003 | 0.2236 | 1.7100e-003 | 0.2253 | 0.0593 | 1.5700e-003 | 0.0609 | | 228.7673 | 228.7673 | 6.5900e-003 | | 228.9321 |
| **Total** | **0.0897** | **0.0607** | **0.8152** | **2.3000e-003** | **0.2236** | **1.7100e-003** | **0.2253** | **0.0593** | **1.5700e-003** | **0.0609** | | **228.7673** | **228.7673** | **6.5900e-003** | | **228.9321** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3566 | 14.0656 | 14.6521 | 0.0228 | | 0.7528 | 0.7528 | | 0.6926 | 0.6926 | | 2,207.7334 | 2,207.7334 | 0.7140 | | 2,225.5841 |
| Paving | 3.1440 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **4.5006** | **14.0656** | **14.6521** | **0.0228** | | **0.7528** | **0.7528** | | **0.6926** | **0.6926** | | **2,207.7334** | **2,207.7334** | **0.7140** | | **2,225.5841** |

## 3.4 Paving - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0673 | 0.0455 | 0.6114 | 1.7200e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1800e-003 | 0.0456 | | 171.5755 | 171.5755 | 4.9400e-003 | | 171.6991 |
| **Total** | **0.0673** | **0.0455** | **0.6114** | **1.7200e-003** | **0.1677** | **1.2800e-003** | **0.1689** | **0.0445** | **1.1800e-003** | **0.0456** | | **171.5755** | **171.5755** | **4.9400e-003** | | **171.6991** |

### 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 | 0.2805 | 1.2154 | 17.2957 | 0.0228 | | 0.0374 | 0.0374 | | 0.0374 | 0.0374 | 0.0000 | 2,207.7334 | 2,207.7334 | 0.7140 | | 2,225.5841 |
| Paving | 3.1440 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **3.4245** | **1.2154** | **17.2957** | **0.0228** | | **0.0374** | **0.0374** | | **0.0374** | **0.0374** | **0.0000** | **2,207.7334** | **2,207.7334** | **0.7140** | | **2,225.5841** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0673 | 0.0455 | 0.6114 | 1.7200e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1800e-003 | 0.0456 | | 171.5755 | 171.5755 | 4.9400e-003 | | 171.6991 |
| **Total** | **0.0673** | **0.0455** | **0.6114** | **1.7200e-003** | **0.1677** | **1.2800e-003** | **0.1689** | **0.0445** | **1.1800e-003** | **0.0456** | | **171.5755** | **171.5755** | **4.9400e-003** | | **171.6991** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

## 3.5 Building Construction - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.0723 | 34.0190 | 8.2751 | 0.0824 | 2.0668 | 0.1684 | 2.2352 | 0.5950 | 0.1611 | 0.7561 | | 8,811.1593 | 8,811.1593 | 0.5640 | | 8,825.2586 |
| Worker | 3.7185 | 2.5138 | 33.7883 | 0.0952 | 9.2663 | 0.0707 | 9.3370 | 2.4575 | 0.0651 | 2.5226 | | 9,482.4032 | 9,482.4032 | 0.2733 | | 9,489.2349 |
| **Total** | **4.7908** | **36.5328** | **42.0634** | **0.1776** | **11.3331** | **0.2391** | **11.5722** | **3.0524** | **0.2262** | **3.2787** | | **18,293.5625** | **18,293.5625** | **0.8372** | | **18,314.4935** |

### 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 | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 0.0408 | 0.0408 | | 0.0408 | 0.0408 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **0.0408** | **0.0408** | | **0.0408** | **0.0408** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.0723 | 34.0190 | 8.2751 | 0.0824 | 2.0668 | 0.1684 | 2.2352 | 0.5950 | 0.1611 | 0.7561 | | 8,811.1593 | 8,811.1593 | 0.5640 | | 8,825.2586 |
| Worker | 3.7185 | 2.5138 | 33.7883 | 0.0952 | 9.2663 | 0.0707 | 9.3370 | 2.4575 | 0.0651 | 2.5226 | | 9,482.4032 | 9,482.4032 | 0.2733 | | 9,489.2349 |
| **Total** | **4.7908** | **36.5328** | **42.0634** | **0.1776** | **11.3331** | **0.2391** | **11.5722** | **3.0524** | **0.2262** | **3.2787** | | **18,293.5625** | **18,293.5625** | **0.8372** | | **18,314.4935** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.9087 | 30.9328 | 7.5109 | 0.0817 | 2.0668 | 0.0632 | 2.1300 | 0.5950 | 0.0604 | 0.6554 | | 8,745.0230 | 8,745.0230 | 0.5408 | | 8,758.5424 |
| Worker | 3.4695 | 2.2629 | 31.1264 | 0.0921 | 9.2663 | 0.0686 | 9.3348 | 2.4575 | 0.0632 | 2.5206 | | 9,176.1868 | 9,176.1868 | 0.2473 | | 9,182.3698 |
| **Total** | **4.3782** | **33.1958** | **38.6373** | **0.1738** | **11.3331** | **0.1317** | **11.4648** | **3.0524** | **0.1236** | **3.1760** | | **17,921.2098** | **17,921.2098** | **0.7881** | | **17,940.9122** |

**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 | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 0.0408 | 0.0408 | | 0.0408 | 0.0408 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **0.0408** | **0.0408** | | **0.0408** | **0.0408** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.9087 | 30.9328 | 7.5109 | 0.0817 | 2.0668 | 0.0632 | 2.1300 | 0.5950 | 0.0604 | 0.6554 | | 8,745.0230 | 8,745.0230 | 0.5408 | | 8,758.5424 |
| Worker | 3.4695 | 2.2629 | 31.1264 | 0.0921 | 9.2663 | 0.0686 | 9.3348 | 2.4575 | 0.0632 | 2.5206 | | 9,176.1868 | 9,176.1868 | 0.2473 | | 9,182.3698 |
| **Total** | **4.3782** | **33.1958** | **38.6373** | **0.1738** | **11.3331** | **0.1317** | **11.4648** | **3.0524** | **0.1236** | **3.1760** | | **17,921.2098** | **17,921.2098** | **0.7881** | | **17,940.9122** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **34.2861** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.7446 | 0.5034 | 6.7658 | 0.0191 | 1.8555 | 0.0142 | 1.8696 | 0.4921 | 0.0130 | 0.5051 | | 1,898.7683 | 1,898.7683 | 0.0547 | | 1,900.1363 |
| **Total** | **0.7446** | **0.5034** | **6.7658** | **0.0191** | **1.8555** | **0.0142** | **1.8696** | **0.4921** | **0.0130** | **0.5051** | | **1,898.7683** | **1,898.7683** | **0.0547** | | **1,900.1363** |

**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 | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **34.0736** | **0.1288** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.7446 | 0.5034 | 6.7658 | 0.0191 | 1.8555 | 0.0142 | 1.8696 | 0.4921 | 0.0130 | 0.5051 | | 1,898.7683 | 1,898.7683 | 0.0547 | | 1,900.1363 |
| **Total** | **0.7446** | **0.5034** | **6.7658** | **0.0191** | **1.8555** | **0.0142** | **1.8696** | **0.4921** | **0.0130** | **0.5051** | | **1,898.7683** | **1,898.7683** | **0.0547** | | **1,900.1363** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **34.2628** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.6947 | 0.4531 | 6.2328 | 0.0184 | 1.8555 | 0.0137 | 1.8692 | 0.4921 | 0.0127 | 0.5047 | | 1,837.4512 | 1,837.4512 | 0.0495 | | 1,838.6893 |
| **Total** | **0.6947** | **0.4531** | **6.2328** | **0.0184** | **1.8555** | **0.0137** | **1.8692** | **0.4921** | **0.0127** | **0.5047** | | **1,837.4512** | **1,837.4512** | **0.0495** | | **1,838.6893** |

**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 | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **34.0736** | **0.1288** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.6947 | 0.4531 | 6.2328 | 0.0184 | 1.8555 | 0.0137 | 1.8692 | 0.4921 | 0.0127 | 0.5047 | | 1,837.4512 | 1,837.4512 | 0.0495 | | 1,838.6893 |
| **Total** | **0.6947** | **0.4531** | **6.2328** | **0.0184** | **1.8555** | **0.0137** | **1.8692** | **0.4921** | **0.0127** | **0.5047** | | **1,837.4512** | **1,837.4512** | **0.0495** | | **1,838.6893** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 6.6156 | 44.7029 | 98.1573 | 0.4083 | 32.3502 | 0.3254 | 32.6756 | 8.6774 | 0.3047 | 8.9820 | | 41,771.6046 | 41,771.6046 | 1.9444 | | 41,820.2139 |
| Unmitigated | 6.6156 | 44.7029 | 98.1573 | 0.4083 | 32.3502 | 0.3254 | 32.6756 | 8.6774 | 0.3047 | 8.9820 | | 41,771.6046 | 41,771.6046 | 1.9444 | | 41,820.2139 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2022) - South Coast Air Basin, Summer

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| NaturalGas Unmitigated | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |

## 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 | | | | | |
| General Light Industry | 18316.3 | 0.1975 | 1.7957 | 1.5084 | 0.0108 | | 0.1365 | 0.1365 | | 0.1365 | 0.1365 | | 2,154.8646 | 2,154.8646 | 0.0413 | 0.0395 | 2,167.6698 |
| Industrial Park | 1654.76 | 0.0179 | 0.1622 | 0.1363 | 9.7000e-004 | | 0.0123 | 0.0123 | | 0.0123 | 0.0123 | | 194.6779 | 194.6779 | 3.7300e-003 | 3.5700e-003 | 195.8348 |
| Manufacturing | 14219 | 0.1533 | 1.3940 | 1.1710 | 8.3600e-003 | | 0.1060 | 0.1060 | | 0.1060 | 0.1060 | | 1,672.8292 | 1,672.8292 | 0.0321 | 0.0307 | 1,682.7700 |
| 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 |
| Refrigerated Warehouse-No Rail | 24816.4 | 0.2676 | 2.4330 | 2.0437 | 0.0146 | | 0.1849 | 0.1849 | | 0.1849 | 0.1849 | | 2,919.5810 | 2,919.5810 | 0.0560 | 0.0535 | 2,936.9306 |
| Unrefrigerated Warehouse-No Rail | 2003.36 | 0.0216 | 0.1964 | 0.1650 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.6894 | 235.6894 | 4.5200e-003 | 4.3200e-003 | 237.0900 |
| **Total** | | **0.6580** | **5.9814** | **5.0244** | **0.0359** | | **0.4546** | **0.4546** | | **0.4546** | **0.4546** | | **7,177.6420** | **7,177.6420** | **0.1376** | **0.1316** | **7,220.2952** |

## 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 | | | | | |
| General Light Industry | 18.3163 | 0.1975 | 1.7957 | 1.5084 | 0.0108 | | 0.1365 | 0.1365 | | 0.1365 | 0.1365 | | 2,154.8646 | 2,154.8646 | 0.0413 | 0.0395 | 2,167.6698 |
| Industrial Park | 1.65476 | 0.0179 | 0.1622 | 0.1363 | 9.7000e-004 | | 0.0123 | 0.0123 | | 0.0123 | 0.0123 | | 194.6779 | 194.6779 | 3.7300e-003 | 3.5700e-003 | 195.8348 |
| Manufacturing | 14.219 | 0.1533 | 1.3940 | 1.1710 | 8.3600e-003 | | 0.1060 | 0.1060 | | 0.1060 | 0.1060 | | 1,672.8292 | 1,672.8292 | 0.0321 | 0.0307 | 1,682.7700 |
| 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 |
| Refrigerated Warehouse-No Rail | 24.8164 | 0.2676 | 2.4330 | 2.0437 | 0.0146 | | 0.1849 | 0.1849 | | 0.1849 | 0.1849 | | 2,919.5810 | 2,919.5810 | 0.0560 | 0.0535 | 2,936.9306 |
| Unrefrigerated Warehouse-No Rail | 2.00336 | 0.0216 | 0.1964 | 0.1650 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.6894 | 235.6894 | 4.5200e-003 | 4.3200e-003 | 237.0900 |
| **Total** | | **0.6580** | **5.9814** | **5.0244** | **0.0359** | | **0.4546** | **0.4546** | | **0.4546** | **0.4546** | | **7,177.6420** | **7,177.6420** | **0.1376** | **0.1316** | **7,220.2952** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Unmitigated | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |

## 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 | 2.7981 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 21.5990 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0316 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| **Total** | **24.4287** | **3.1000e-003** | **0.3397** | **3.0000e-005** | | **1.2100e-003** | **1.2100e-003** | | **1.2100e-003** | **1.2100e-003** | | **0.7270** | **0.7270** | **1.9200e-003** | | **0.7749** |

### 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 | 2.7981 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 21.5990 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0316 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| **Total** | **24.4287** | **3.1000e-003** | **0.3397** | **3.0000e-005** | | **1.2100e-003** | **1.2100e-003** | | **1.2100e-003** | **1.2100e-003** | | **0.7270** | **0.7270** | **1.9200e-003** | | **0.7749** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Latitude Business Park (2022)

**South Coast Air Basin, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2022 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 536.32 | **CH4 Intensity (lb/MWhr)** | 0.022 | **N2O Intensity (lb/MWhr)** | 0.005 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 40.00 | 10.00 |
| tblConstructionPhase | NumDays | 110.00 | 30.00 |
| tblConstructionPhase | NumDays | 75.00 | 20.00 |
| tblConstructionPhase | NumDays | 1,110.00 | 400.00 |
| tblConstructionPhase | NumDays | 75.00 | 300.00 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | LDT2 | 0.20 | 0.24 |

| | | | |
|---|---|---|---|
| tblFleetMix | LDT2 | 0.20 | 0.24 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblLandUse | LotAcreage | 4.72 | 10.50 |
| tblLandUse | LotAcreage | 4.00 | 10.50 |
| tblLandUse | LotAcreage | 3.67 | 10.50 |
| tblLandUse | LotAcreage | 4.02 | 3.44 |
| tblLandUse | LotAcreage | 8.27 | 7.06 |
| tblLandUse | LotAcreage | 20.22 | 24.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0.029 | 0.022 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 536.32 |
| tblProjectCharacteristics | N2OIntensityFactor | 0.006 | 0.005 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | ST_TR | 2.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.73 | 0.00 |
| tblVehicleTrips | SU_TR | 0.62 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 6.83 | 3.37 |
| tblVehicleTrips | WD_TR | 3.82 | 3.93 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 42.4369 | 58.1903 | 64.6227 | 0.2172 | 18.2675 | 2.1990 | 20.4664 | 9.9840 | 2.0230 | 12.0071 | 0.0000 | 22,081.0712 | 22,081.0712 | 1.9486 | 0.0000 | 22,119.9376 |
| 2021 | 41.7071 | 52.8017 | 60.5586 | 0.2131 | 13.1886 | 1.2002 | 14.3887 | 3.5445 | 1.1335 | 4.6780 | 0.0000 | 21,671.3891 | 21,671.3891 | 1.4911 | 0.0000 | 21,708.6660 |
| **Maximum** | **42.4369** | **58.1903** | **64.6227** | **0.2172** | **18.2675** | **2.1990** | **20.4664** | **9.9840** | **2.0230** | **12.0071** | **0.0000** | **22,081.0712** | **22,081.0712** | **1.9486** | **0.0000** | **22,119.9376** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2020 | 40.4324 | 39.6839 | 65.2354 | 0.2172 | 18.2675 | 0.3005 | 18.3311 | 9.9840 | 0.2864 | 10.0475 | 0.0000 | 22,081.0712 | 22,081.0712 | 1.9486 | 0.0000 | 22,119.9375 |
| 2021 | 39.9448 | 36.2062 | 61.4585 | 0.2131 | 13.1886 | 0.1922 | 13.3808 | 3.5445 | 0.1829 | 3.7274 | 0.0000 | 21,671.3891 | 21,671.3891 | 1.4911 | 0.0000 | 21,708.6660 |
| **Maximum** | **40.4324** | **39.6839** | **65.2354** | **0.2172** | **18.2675** | **0.3005** | **18.3311** | **9.9840** | **0.2864** | **10.0475** | **0.0000** | **22,081.0712** | **22,081.0712** | **1.9486** | **0.0000** | **22,119.9375** |

| | **ROG** | **NOx** | **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** | **4.48** | **31.63** | **-1.21** | **0.00** | **0.00** | **85.50** | **9.02** | **0.00** | **85.13** | **17.44** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Energy | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| Mobile | 6.3945 | 45.7137 | 91.5676 | 0.3891 | 32.3502 | 0.3270 | 32.6773 | 8.6774 | 0.3063 | 8.9837 | | 39,842.1328 | 39,842.1328 | 1.9423 | | 39,890.6892 |
| **Total** | **31.4812** | **51.6982** | **96.9317** | **0.4250** | **32.3502** | **0.7828** | **33.1330** | **8.6774** | **0.7621** | **9.4394** | | **47,020.5018** | **47,020.5018** | **2.0818** | **0.1316** | **47,111.7593** |

### 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 | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Energy | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| Mobile | 6.3945 | 45.7137 | 91.5676 | 0.3891 | 32.3502 | 0.3270 | 32.6773 | 8.6774 | 0.3063 | 8.9837 | | 39,842.1328 | 39,842.1328 | 1.9423 | | 39,890.6892 |
| **Total** | **31.4812** | **51.6982** | **96.9317** | **0.4250** | **32.3502** | **0.7828** | **33.1330** | **8.6774** | **0.7621** | **9.4394** | | **47,020.5018** | **47,020.5018** | **2.0818** | **0.1316** | **47,111.7593** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

Latitude Business Park (2022) - South Coast Air Basin, Winter

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.0765 | 42.4173 | 21.5136 | 0.0380 | | 2.1974 | 2.1974 | | 2.0216 | 2.0216 | | 3,685.1016 | 3,685.1016 | 1.1918 | | 3,714.8975 |
| **Total** | **4.0765** | **42.4173** | **21.5136** | **0.0380** | **18.0663** | **2.1974** | **20.2637** | **9.9307** | **2.0216** | **11.9523** | | **3,685.1016** | **3,685.1016** | **1.1918** | | **3,714.8975** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0888 | 0.0600 | 0.6653 | 1.9400e-003 | 0.2012 | 1.5300e-003 | 0.2027 | 0.0534 | 1.4100e-003 | 0.0548 | | 193.1132 | 193.1132 | 5.5600e-003 | | 193.2522 |
| **Total** | **0.0888** | **0.0600** | **0.6653** | **1.9400e-003** | **0.2012** | **1.5300e-003** | **0.2027** | **0.0534** | **1.4100e-003** | **0.0548** | | **193.1132** | **193.1132** | **5.5600e-003** | | **193.2522** |

### 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 | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.4656 | 2.0175 | 20.8690 | 0.0380 | | 0.0621 | 0.0621 | | 0.0621 | 0.0621 | 0.0000 | 3,685.1016 | 3,685.1016 | 1.1918 | | 3,714.8975 |
| **Total** | **0.4656** | **2.0175** | **20.8690** | **0.0380** | **18.0663** | **0.0621** | **18.1283** | **9.9307** | **0.0621** | **9.9928** | **0.0000** | **3,685.1016** | **3,685.1016** | **1.1918** | | **3,714.8975** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0888 | 0.0600 | 0.6653 | 1.9400e-003 | 0.2012 | 1.5300e-003 | 0.2027 | 0.0534 | 1.4100e-003 | 0.0548 | | 193.1132 | 193.1132 | 5.5600e-003 | | 193.2522 |
| **Total** | **0.0888** | **0.0600** | **0.6653** | **1.9400e-003** | **0.2012** | **1.5300e-003** | **0.2027** | **0.0534** | **1.4100e-003** | **0.0548** | | **193.1132** | **193.1132** | **5.5600e-003** | | **193.2522** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.4501 | 50.1975 | 31.9583 | 0.0620 | | 2.1739 | 2.1739 | | 2.0000 | 2.0000 | | 6,005.8653 | 6,005.8653 | 1.9424 | | 6,054.4257 |
| **Total** | **4.4501** | **50.1975** | **31.9583** | **0.0620** | **8.6733** | **2.1739** | **10.8472** | **3.5965** | **2.0000** | **5.5965** | | **6,005.8653** | **6,005.8653** | **1.9424** | | **6,054.4257** |

## 3.3 Grading - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0987 | 0.0666 | 0.7392 | 2.1500e-003 | 0.2236 | 1.7100e-003 | 0.2253 | 0.0593 | 1.5700e-003 | 0.0609 | | 214.5703 | 214.5703 | 6.1800e-003 | | 214.7247 |
| **Total** | **0.0987** | **0.0666** | **0.7392** | **2.1500e-003** | **0.2236** | **1.7100e-003** | **0.2253** | **0.0593** | **1.5700e-003** | **0.0609** | | **214.5703** | **214.5703** | **6.1800e-003** | | **214.7247** |

### 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 | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.7616 | 3.3000 | 32.9991 | 0.0620 | | 0.1015 | 0.1015 | | 0.1015 | 0.1015 | 0.0000 | 6,005.8653 | 6,005.8653 | 1.9424 | | 6,054.4257 |
| **Total** | **0.7616** | **3.3000** | **32.9991** | **0.0620** | **8.6733** | **0.1015** | **8.7749** | **3.5965** | **0.1015** | **3.6980** | **0.0000** | **6,005.8653** | **6,005.8653** | **1.9424** | | **6,054.4257** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0987 | 0.0666 | 0.7392 | 2.1500e-003 | 0.2236 | 1.7100e-003 | 0.2253 | 0.0593 | 1.5700e-003 | 0.0609 | | 214.5703 | 214.5703 | 6.1800e-003 | | 214.7247 |
| **Total** | **0.0987** | **0.0666** | **0.7392** | **2.1500e-003** | **0.2236** | **1.7100e-003** | **0.2253** | **0.0593** | **1.5700e-003** | **0.0609** | | **214.5703** | **214.5703** | **6.1800e-003** | | **214.7247** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.3566 | 14.0656 | 14.6521 | 0.0228 | | 0.7528 | 0.7528 | | 0.6926 | 0.6926 | | 2,207.7334 | 2,207.7334 | 0.7140 | | 2,225.5841 |
| Paving | 3.1440 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **4.5006** | **14.0656** | **14.6521** | **0.0228** | | **0.7528** | **0.7528** | | **0.6926** | **0.6926** | | **2,207.7334** | **2,207.7334** | **0.7140** | | **2,225.5841** |

## 3.4 Paving - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0740 | 0.0500 | 0.5544 | 1.6200e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1800e-003 | 0.0456 | | 160.9277 | 160.9277 | 4.6300e-003 | | 161.0435 |
| **Total** | **0.0740** | **0.0500** | **0.5544** | **1.6200e-003** | **0.1677** | **1.2800e-003** | **0.1689** | **0.0445** | **1.1800e-003** | **0.0456** | | **160.9277** | **160.9277** | **4.6300e-003** | | **161.0435** |

**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 | 0.2805 | 1.2154 | 17.2957 | 0.0228 | | 0.0374 | 0.0374 | | 0.0374 | 0.0374 | 0.0000 | 2,207.7334 | 2,207.7334 | 0.7140 | | 2,225.5841 |
| Paving | 3.1440 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **3.4245** | **1.2154** | **17.2957** | **0.0228** | | **0.0374** | **0.0374** | | **0.0374** | **0.0374** | **0.0000** | **2,207.7334** | **2,207.7334** | **0.7140** | | **2,225.5841** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0740 | 0.0500 | 0.5544 | 1.6200e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1800e-003 | 0.0456 | | 160.9277 | 160.9277 | 4.6300e-003 | | 161.0435 |
| **Total** | **0.0740** | **0.0500** | **0.5544** | **1.6200e-003** | **0.1677** | **1.2800e-003** | **0.1689** | **0.0445** | **1.1800e-003** | **0.0456** | | **160.9277** | **160.9277** | **4.6300e-003** | | **161.0435** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 2.1198 | 19.1860 | 16.8485 | 0.0269 | | 1.1171 | 1.1171 | | 1.0503 | 1.0503 | | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **2.1198** | **19.1860** | **16.8485** | **0.0269** | | **1.1171** | **1.1171** | | **1.0503** | **1.0503** | | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

## 3.5 Building Construction - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.1213 | 34.0062 | 9.1693 | 0.0802 | 2.0668 | 0.1710 | 2.2378 | 0.5950 | 0.1635 | 0.7585 | | 8,571.6898 | 8,571.6898 | 0.6028 | | 8,586.7585 |
| Worker | 4.0906 | 2.7613 | 30.6384 | 0.0893 | 9.2663 | 0.0707 | 9.3370 | 2.4575 | 0.0651 | 2.5226 | | 8,893.9372 | 8,893.9372 | 0.2560 | | 8,900.3371 |
| **Total** | **5.2119** | **36.7675** | **39.8077** | **0.1695** | **11.3331** | **0.2416** | **11.5747** | **3.0524** | **0.2286** | **3.2811** | | **17,465.6269** | **17,465.6269** | **0.8588** | | **17,487.0956** |

### 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 | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 0.0408 | 0.0408 | | 0.0408 | 0.0408 | 0.0000 | 2,553.0631 | 2,553.0631 | 0.6229 | | 2,568.6345 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **0.0408** | **0.0408** | | **0.0408** | **0.0408** | **0.0000** | **2,553.0631** | **2,553.0631** | **0.6229** | | **2,568.6345** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 1.1213 | 34.0062 | 9.1693 | 0.0802 | 2.0668 | 0.1710 | 2.2378 | 0.5950 | 0.1635 | 0.7585 | | 8,571.6898 | 8,571.6898 | 0.6028 | | 8,586.7585 |
| Worker | 4.0906 | 2.7613 | 30.6384 | 0.0893 | 9.2663 | 0.0707 | 9.3370 | 2.4575 | 0.0651 | 2.5226 | | 8,893.9372 | 8,893.9372 | 0.2560 | | 8,900.3371 |
| **Total** | **5.2119** | **36.7675** | **39.8077** | **0.1695** | **11.3331** | **0.2416** | **11.5747** | **3.0524** | **0.2286** | **3.2811** | | **17,465.6269** | **17,465.6269** | **0.8588** | | **17,487.0956** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.9547 | 30.8600 | 8.3491 | 0.0795 | 2.0668 | 0.0651 | 2.1319 | 0.5950 | 0.0623 | 0.6573 | | 8,506.9732 | 8,506.9732 | 0.5779 | | 8,521.4214 |
| Worker | 3.8231 | 2.4852 | 28.1749 | 0.0864 | 9.2663 | 0.0686 | 9.3348 | 2.4575 | 0.0632 | 2.5206 | | 8,606.2731 | 8,606.2731 | 0.2315 | | 8,612.0598 |
| **Total** | **4.7778** | **33.3451** | **36.5241** | **0.1659** | **11.3331** | **0.1337** | **11.4668** | **3.0524** | **0.1255** | **3.1779** | | **17,113.2462** | **17,113.2462** | **0.8094** | | **17,133.4812** |

### 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 | 0.3278 | 2.2347 | 17.4603 | 0.0269 | | 0.0408 | 0.0408 | | 0.0408 | 0.0408 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **0.3278** | **2.2347** | **17.4603** | **0.0269** | | **0.0408** | **0.0408** | | **0.0408** | **0.0408** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.9547 | 30.8600 | 8.3491 | 0.0795 | 2.0668 | 0.0651 | 2.1319 | 0.5950 | 0.0623 | 0.6573 | | 8,506.9732 | 8,506.9732 | 0.5779 | | 8,521.4214 |
| Worker | 3.8231 | 2.4852 | 28.1749 | 0.0864 | 9.2663 | 0.0686 | 9.3348 | 2.4575 | 0.0632 | 2.5206 | | 8,606.2731 | 8,606.2731 | 0.2315 | | 8,612.0598 |
| **Total** | **4.7778** | **33.3451** | **36.5241** | **0.1659** | **11.3331** | **0.1337** | **11.4668** | **3.0524** | **0.1255** | **3.1779** | | **17,113.2462** | **17,113.2462** | **0.8094** | | **17,133.4812** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2422 | 1.6838 | 1.8314 | 2.9700e-003 | | 0.1109 | 0.1109 | | 0.1109 | 0.1109 | | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **34.2861** | **1.6838** | **1.8314** | **2.9700e-003** | | **0.1109** | **0.1109** | | **0.1109** | **0.1109** | | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.8191 | 0.5529 | 6.1351 | 0.0179 | 1.8555 | 0.0142 | 1.8696 | 0.4921 | 0.0130 | 0.5051 | | 1,780.9331 | 1,780.9331 | 0.0513 | | 1,782.2147 |
| **Total** | **0.8191** | **0.5529** | **6.1351** | **0.0179** | **1.8555** | **0.0142** | **1.8696** | **0.4921** | **0.0130** | **0.5051** | | **1,780.9331** | **1,780.9331** | **0.0513** | | **1,782.2147** |

**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 | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0218 | | 281.9928 |
| **Total** | **34.0736** | **0.1288** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0218** | | **281.9928** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.8191 | 0.5529 | 6.1351 | 0.0179 | 1.8555 | 0.0142 | 1.8696 | 0.4921 | 0.0130 | 0.5051 | | 1,780.9331 | 1,780.9331 | 0.0513 | | 1,782.2147 |
| **Total** | **0.8191** | **0.5529** | **6.1351** | **0.0179** | **1.8555** | **0.0142** | **1.8696** | **0.4921** | **0.0130** | **0.5051** | | **1,780.9331** | **1,780.9331** | **0.0513** | | **1,782.2147** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | | 0.0941 | 0.0941 | | 0.0941 | 0.0941 | | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **34.2628** | **1.5268** | **1.8176** | **2.9700e-003** | | **0.0941** | **0.0941** | | **0.0941** | **0.0941** | | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.7655 | 0.4976 | 5.6418 | 0.0173 | 1.8555 | 0.0137 | 1.8692 | 0.4921 | 0.0127 | 0.5047 | | 1,723.3309 | 1,723.3309 | 0.0464 | | 1,724.4897 |
| **Total** | **0.7655** | **0.4976** | **5.6418** | **0.0173** | **1.8555** | **0.0137** | **1.8692** | **0.4921** | **0.0127** | **0.5047** | | **1,723.3309** | **1,723.3309** | **0.0464** | | **1,724.4897** |

**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 | 34.0439 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.0297 | 0.1288 | 1.8324 | 2.9700e-003 | | 3.9600e-003 | 3.9600e-003 | | 3.9600e-003 | 3.9600e-003 | 0.0000 | 281.4481 | 281.4481 | 0.0193 | | 281.9309 |
| **Total** | **34.0736** | **0.1288** | **1.8324** | **2.9700e-003** | | **3.9600e-003** | **3.9600e-003** | | **3.9600e-003** | **3.9600e-003** | **0.0000** | **281.4481** | **281.4481** | **0.0193** | | **281.9309** |

## 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.7655 | 0.4976 | 5.6418 | 0.0173 | 1.8555 | 0.0137 | 1.8692 | 0.4921 | 0.0127 | 0.5047 | | 1,723.3309 | 1,723.3309 | 0.0464 | | 1,724.4897 |
| **Total** | **0.7655** | **0.4976** | **5.6418** | **0.0173** | **1.8555** | **0.0137** | **1.8692** | **0.4921** | **0.0127** | **0.5047** | | **1,723.3309** | **1,723.3309** | **0.0464** | | **1,724.4897** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 6.3945 | 45.7137 | 91.5676 | 0.3891 | 32.3502 | 0.3270 | 32.6773 | 8.6774 | 0.3063 | 8.9837 | | 39,842.1328 | 39,842.1328 | 1.9423 | | 39,890.6892 |
| Unmitigated | 6.3945 | 45.7137 | 91.5676 | 0.3891 | 32.3502 | 0.3270 | 32.6773 | 8.6774 | 0.3063 | 8.9837 | | 39,842.1328 | 39,842.1328 | 1.9423 | | 39,890.6892 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2022) - South Coast Air Basin, Winter

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |
| NaturalGas Unmitigated | 0.6580 | 5.9814 | 5.0244 | 0.0359 | | 0.4546 | 0.4546 | | 0.4546 | 0.4546 | | 7,177.6420 | 7,177.6420 | 0.1376 | 0.1316 | 7,220.2952 |

## 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 | | | | | |
| General Light Industry | 18316.3 | 0.1975 | 1.7957 | 1.5084 | 0.0108 | | 0.1365 | 0.1365 | | 0.1365 | 0.1365 | | 2,154.8646 | 2,154.8646 | 0.0413 | 0.0395 | 2,167.6698 |
| Industrial Park | 1654.76 | 0.0179 | 0.1622 | 0.1363 | 9.7000e-004 | | 0.0123 | 0.0123 | | 0.0123 | 0.0123 | | 194.6779 | 194.6779 | 3.7300e-003 | 3.5700e-003 | 195.8348 |
| Manufacturing | 14219 | 0.1533 | 1.3940 | 1.1710 | 8.3600e-003 | | 0.1060 | 0.1060 | | 0.1060 | 0.1060 | | 1,672.8292 | 1,672.8292 | 0.0321 | 0.0307 | 1,682.7700 |
| 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 |
| Refrigerated Warehouse-No Rail | 24816.4 | 0.2676 | 2.4330 | 2.0437 | 0.0146 | | 0.1849 | 0.1849 | | 0.1849 | 0.1849 | | 2,919.5810 | 2,919.5810 | 0.0560 | 0.0535 | 2,936.9306 |
| Unrefrigerated Warehouse-No Rail | 2003.36 | 0.0216 | 0.1964 | 0.1650 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.6894 | 235.6894 | 4.5200e-003 | 4.3200e-003 | 237.0900 |
| **Total** | | **0.6580** | **5.9814** | **5.0244** | **0.0359** | | **0.4546** | **0.4546** | | **0.4546** | **0.4546** | | **7,177.6420** | **7,177.6420** | **0.1376** | **0.1316** | **7,220.2952** |

## 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 | | | | | |
| General Light Industry | 18.3163 | 0.1975 | 1.7957 | 1.5084 | 0.0108 | | 0.1365 | 0.1365 | | 0.1365 | 0.1365 | | 2,154.8646 | 2,154.8646 | 0.0413 | 0.0395 | 2,167.6698 |
| Industrial Park | 1.65476 | 0.0179 | 0.1622 | 0.1363 | 9.7000e-004 | | 0.0123 | 0.0123 | | 0.0123 | 0.0123 | | 194.6779 | 194.6779 | 3.7300e-003 | 3.5700e-003 | 195.8348 |
| Manufacturing | 14.219 | 0.1533 | 1.3940 | 1.1710 | 8.3600e-003 | | 0.1060 | 0.1060 | | 0.1060 | 0.1060 | | 1,672.8292 | 1,672.8292 | 0.0321 | 0.0307 | 1,682.7700 |
| 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 |
| Refrigerated Warehouse-No Rail | 24.8164 | 0.2676 | 2.4330 | 2.0437 | 0.0146 | | 0.1849 | 0.1849 | | 0.1849 | 0.1849 | | 2,919.5810 | 2,919.5810 | 0.0560 | 0.0535 | 2,936.9306 |
| Unrefrigerated Warehouse-No Rail | 2.00336 | 0.0216 | 0.1964 | 0.1650 | 1.1800e-003 | | 0.0149 | 0.0149 | | 0.0149 | 0.0149 | | 235.6894 | 235.6894 | 4.5200e-003 | 4.3200e-003 | 237.0900 |
| **Total** | | **0.6580** | **5.9814** | **5.0244** | **0.0359** | | **0.4546** | **0.4546** | | **0.4546** | **0.4546** | | **7,177.6420** | **7,177.6420** | **0.1376** | **0.1316** | **7,220.2952** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| Unmitigated | 24.4287 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |

## 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 | 2.7981 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 21.5990 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0316 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| **Total** | **24.4287** | **3.1000e-003** | **0.3397** | **3.0000e-005** | | **1.2100e-003** | **1.2100e-003** | | **1.2100e-003** | **1.2100e-003** | | **0.7270** | **0.7270** | **1.9200e-003** | | **0.7749** |

### 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 | 2.7981 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 21.5990 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0316 | 3.1000e-003 | 0.3397 | 3.0000e-005 | | 1.2100e-003 | 1.2100e-003 | | 1.2100e-003 | 1.2100e-003 | | 0.7270 | 0.7270 | 1.9200e-003 | | 0.7749 |
| **Total** | **24.4287** | **3.1000e-003** | **0.3397** | **3.0000e-005** | | **1.2100e-003** | **1.2100e-003** | | **1.2100e-003** | **1.2100e-003** | | **0.7270** | **0.7270** | **1.9200e-003** | | **0.7749** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Latitude Business Park (2022)

**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2022 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 536.32 | **CH4 Intensity (lb/MWhr)** | 0.022 | **N2O Intensity (lb/MWhr)** | 0.005 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 40.00 | 10.00 |
| tblConstructionPhase | NumDays | 110.00 | 30.00 |
| tblConstructionPhase | NumDays | 75.00 | 20.00 |
| tblConstructionPhase | NumDays | 1,110.00 | 400.00 |
| tblConstructionPhase | NumDays | 75.00 | 300.00 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | LDT2 | 0.20 | 0.24 |

| | | | |
|---|---|---|---|
| tblFleetMix | LDT2 | 0.20 | 0.24 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblLandUse | LotAcreage | 4.72 | 10.50 |
| tblLandUse | LotAcreage | 4.00 | 10.50 |
| tblLandUse | LotAcreage | 3.67 | 10.50 |
| tblLandUse | LotAcreage | 4.02 | 3.44 |
| tblLandUse | LotAcreage | 8.27 | 7.06 |
| tblLandUse | LotAcreage | 20.22 | 24.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0.029 | 0.022 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 536.32 |
| tblProjectCharacteristics | N2OIntensityFactor | 0.006 | 0.005 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | ST_TR | 2.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.73 | 0.00 |
| tblVehicleTrips | SU_TR | 0.62 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 6.83 | 3.37 |
| tblVehicleTrips | WD_TR | 3.82 | 3.93 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |

## 2.0 Emissions Summary

## 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 | | | | | |
| 2020 | 2.6181 | 6.9452 | 6.9288 | 0.0226 | 1.4434 | 0.1946 | 1.6381 | 0.4331 | 0.1824 | 0.6156 | 0.0000 | 2,080.3362 | 2,080.3362 | 0.1761 | 0.0000 | 2,084.7376 |
| 2021 | 4.0815 | 5.2912 | 6.0447 | 0.0214 | 1.2823 | 0.1187 | 1.4010 | 0.3452 | 0.1121 | 0.4573 | 0.0000 | 1,973.3708 | 1,973.3708 | 0.1325 | 0.0000 | 1,976.6825 |
| **Maximum** | **4.0815** | **6.9452** | **6.9288** | **0.0226** | **1.4434** | **0.1946** | **1.6381** | **0.4331** | **0.1824** | **0.6156** | **0.0000** | **2,080.3362** | **2,080.3362** | **0.1761** | **0.0000** | **2,084.7376** |

### 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 | | | | | |
| 2020 | 2.3421 | 4.1198 | 7.0294 | 0.0226 | 1.4434 | 0.0316 | 1.4750 | 0.4331 | 0.0302 | 0.4633 | 0.0000 | 2,080.3358 | 2,080.3358 | 0.1761 | 0.0000 | 2,084.7372 |
| 2021 | 3.9071 | 3.6482 | 6.1338 | 0.0214 | 1.2823 | 0.0189 | 1.3012 | 0.3452 | 0.0180 | 0.3632 | 0.0000 | 1,973.3705 | 1,973.3705 | 0.1325 | 0.0000 | 1,976.6822 |
| **Maximum** | **3.9071** | **4.1198** | **7.0294** | **0.0226** | **1.4434** | **0.0316** | **1.4750** | **0.4331** | **0.0302** | **0.4633** | **0.0000** | **2,080.3358** | **2,080.3358** | **0.1761** | **0.0000** | **2,084.7372** |

| | ROG | NOx | 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** | **6.72** | **36.52** | **-1.46** | **0.00** | **0.00** | **83.90** | **8.65** | **0.00** | **83.64** | **22.96** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2020 | 3-31-2020 | 1.4005 | 0.2356 |
| 2 | 4-1-2020 | 6-30-2020 | 2.0355 | 1.4263 |
| 3 | 7-1-2020 | 9-30-2020 | 2.7224 | 2.0750 |
| 4 | 10-1-2020 | 12-31-2020 | 3.3063 | 2.6324 |
| 5 | 1-1-2021 | 3-31-2021 | 3.0378 | 2.4477 |
| 6 | 4-1-2021 | 6-30-2021 | 3.0499 | 2.4533 |
| 7 | 7-1-2021 | 9-30-2021 | 3.0835 | 2.4803 |
| | | Highest | 3.3063 | 2.6324 |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 4,478.0648 | 4,478.0648 | 0.1577 | 0.0525 | 4,497.6396 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 237.9379 | 0.0000 | 237.9379 | 14.0617 | 0.0000 | 589.4810 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **316.7891** | **10,021.3832** | **10,338.1723** | **22.5784** | **0.2510** | **10,977.4375** |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 3,956.4719 | 3,956.4719 | 0.1363 | 0.0476 | 3,974.0627 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 178.4534 | 0.0000 | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **257.3046** | **9,499.7903** | **9,757.0949** | **19.0416** | **0.2462** | **10,306.4904** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **18.78** | **5.20** | **5.62** | **15.66** | **1.94** | **6.11** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

Latitude Business Park (2022) - South Coast Air Basin, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0204 | 0.2121 | 0.1076 | 1.9000e-004 | | 0.0110 | 0.0110 | | 0.0101 | 0.0101 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **0.0204** | **0.2121** | **0.1076** | **1.9000e-004** | **0.0903** | **0.0110** | **0.1013** | **0.0497** | **0.0101** | **0.0598** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

### 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 | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.3300e-003 | 0.0101 | 0.1043 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **2.3300e-003** | **0.0101** | **0.1043** | **1.9000e-004** | **0.0903** | **3.1000e-004** | **0.0906** | **0.0497** | **3.1000e-004** | **0.0500** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0668 | 0.7530 | 0.4794 | 9.3000e-004 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 81.7264 | 81.7264 | 0.0264 | 0.0000 | 82.3872 |
| **Total** | **0.0668** | **0.7530** | **0.4794** | **9.3000e-004** | **0.1301** | **0.0326** | **0.1627** | **0.0540** | **0.0300** | **0.0840** | **0.0000** | **81.7264** | **81.7264** | **0.0264** | **0.0000** | **82.3872** |

## 3.3 Grading - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

### 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 | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.0495 | 0.4950 | 9.3000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 81.7263 | 81.7263 | 0.0264 | 0.0000 | 82.3871 |
| **Total** | **0.0114** | **0.0495** | **0.4950** | **9.3000e-004** | **0.1301** | **1.5200e-003** | **0.1316** | **0.0540** | **1.5200e-003** | **0.0555** | **0.0000** | **81.7263** | **81.7263** | **0.0264** | **0.0000** | **82.3871** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0136 | 0.1407 | 0.1465 | 2.3000e-004 | | 7.5300e-003 | 7.5300e-003 | | 6.9300e-003 | 6.9300e-003 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1902 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0450** | **0.1407** | **0.1465** | **2.3000e-004** | | **7.5300e-003** | **7.5300e-003** | | **6.9300e-003** | **6.9300e-003** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1902** |

## 3.4 Paving - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

**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 | 2.8000e-003 | 0.0122 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1901 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0342** | **0.0122** | **0.1730** | **2.3000e-004** | | **3.7000e-004** | **3.7000e-004** | | **3.7000e-004** | **3.7000e-004** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1901** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2141 | 1.9378 | 1.7017 | 2.7200e-003 | | 0.1128 | 0.1128 | | 0.1061 | 0.1061 | 0.0000 | 233.9261 | 233.9261 | 0.0571 | 0.0000 | 235.3528 |
| **Total** | **0.2141** | **1.9378** | **1.7017** | **2.7200e-003** | | **0.1128** | **0.1128** | | **0.1061** | **0.1061** | **0.0000** | **233.9261** | **233.9261** | **0.0571** | **0.0000** | **235.3528** |

## 3.5 Building Construction - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

**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 | 0.0331 | 0.2257 | 1.7635 | 2.7200e-003 | | 4.1200e-003 | 4.1200e-003 | | 4.1200e-003 | 4.1200e-003 | 0.0000 | 233.9258 | 233.9258 | 0.0571 | 0.0000 | 235.3526 |
| **Total** | **0.0331** | **0.2257** | **1.7635** | **2.7200e-003** | | **4.1200e-003** | **4.1200e-003** | | **4.1200e-003** | **4.1200e-003** | **0.0000** | **233.9258** | **233.9258** | **0.0571** | **0.0000** | **235.3526** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1882 | 1.7258 | 1.6409 | 2.6700e-003 | | 0.0949 | 0.0949 | | 0.0892 | 0.0892 | 0.0000 | 229.3209 | 229.3209 | 0.0553 | 0.0000 | 230.7040 |
| **Total** | **0.1882** | **1.7258** | **1.6409** | **2.6700e-003** | | **0.0949** | **0.0949** | | **0.0892** | **0.0892** | **0.0000** | **229.3209** | **229.3209** | **0.0553** | **0.0000** | **230.7040** |

## 3.5 Building Construction - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

**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 | 0.0325 | 0.2212 | 1.7286 | 2.6700e-003 | | 4.0400e-003 | 4.0400e-003 | | 4.0400e-003 | 4.0400e-003 | 0.0000 | 229.3206 | 229.3206 | 0.0553 | 0.0000 | 230.7038 |
| **Total** | **0.0325** | **0.2212** | **1.7286** | **2.6700e-003** | | **4.0400e-003** | **4.0400e-003** | | **4.0400e-003** | **4.0400e-003** | **0.0000** | **229.3206** | **229.3206** | **0.0553** | **0.0000** | **230.7038** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.0859 | 0.0934 | 1.5000e-004 | | 5.6600e-003 | 5.6600e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7486** | **0.0859** | **0.0934** | **1.5000e-004** | | **5.6600e-003** | **5.6600e-003** | | **5.6600e-003** | **5.6600e-003** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5200e-003 | 6.5700e-003 | 0.0935 | 1.5000e-004 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7378** | **6.5700e-003** | **0.0935** | **1.5000e-004** | | **2.0000e-004** | **2.0000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0217 | 0.1512 | 0.1799 | 2.9000e-004 | | 9.3200e-003 | 9.3200e-003 | | 9.3200e-003 | 9.3200e-003 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3920** | **0.1512** | **0.1799** | **2.9000e-004** | | **9.3200e-003** | **9.3200e-003** | | **9.3200e-003** | **9.3200e-003** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

**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 | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9400e-003 | 0.0128 | 0.1814 | 2.9000e-004 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3733** | **0.0128** | **0.1814** | **2.9000e-004** | | **3.9000e-004** | **3.9000e-004** | | **3.9000e-004** | **3.9000e-004** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Unmitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2022) - South Coast Air Basin, Annual

| | ROG | NOx | CO | SO2 | Fugitive 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 | 2,768.1327 | 2,768.1327 | 0.1136 | 0.0258 | 2,778.6619 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3,289.7256 | 3,289.7256 | 0.1350 | 0.0307 | 3,302.2387 |
| NaturalGas Mitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |
| NaturalGas Unmitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 2.08857e+006 | 508.0867 | 0.0208 | 4.7400e-003 | 510.0193 |
| Industrial Park | 1.65705e+006 | 403.1119 | 0.0165 | 3.7600e-003 | 404.6453 |
| Manufacturing | 1.62136e+006 | 394.4296 | 0.0162 | 3.6800e-003 | 395.9299 |
| Parking Lot | 314580 | 76.5281 | 3.1400e-003 | 7.1000e-004 | 76.8192 |
| Refrigerated Warehouse-No Rail | 6.99125e+006 | 1,700.7660 | 0.0698 | 0.0159 | 1,707.2352 |
| Unrefrigerated Warehouse-No Rail | 850096 | 206.8033 | 8.4800e-003 | 1.9300e-003 | 207.5899 |
| **Total** | | **3,289.7256** | **0.1350** | **0.0307** | **3,302.2387** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 1.63639e+006 | 398.0847 | 0.0163 | 3.7100e-003 | 399.5989 |
| Industrial Park | 1.17926e+006 | 286.8785 | 0.0118 | 2.6700e-003 | 287.9697 |
| Manufacturing | 1.27033e+006 | 309.0346 | 0.0127 | 2.8800e-003 | 310.2101 |
| Parking Lot | 78645 | 19.1320 | 7.8000e-004 | 1.8000e-004 | 19.2048 |
| Refrigerated Warehouse-No Rail | 6.68019e+006 | 1,625.0936 | 0.0667 | 0.0152 | 1,631.2750 |
| Unrefrigerated Warehouse-No Rail | 534011 | 129.9093 | 5.3300e-003 | 1.2100e-003 | 130.4034 |
| **Total** | | **2,768.1327** | **0.1136** | **0.0258** | **2,778.6619** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Unmitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| Unmitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Unmitigated | 237.9379 | 14.0617 | 0.0000 | 589.4810 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 255.15 | 51.7931 | 3.0609 | 0.0000 | 128.3153 |
| Industrial Park | 215.83 | 43.8115 | 2.5892 | 0.0000 | 108.5412 |
| Manufacturing | 198.08 | 40.2085 | 2.3763 | 0.0000 | 99.6147 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 164.5 | 33.3920 | 1.9734 | 0.0000 | 82.7273 |
| Unrefrigerated Warehouse-No Rail | 338.6 | 68.7327 | 4.0620 | 0.0000 | 170.2825 |
| **Total** | | **237.9379** | **14.0617** | **0.0000** | **589.4810** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 191.363 | 38.8449 | 2.2957 | 0.0000 | 96.2365 |
| Industrial Park | 161.873 | 32.8587 | 1.9419 | 0.0000 | 81.4059 |
| Manufacturing | 148.56 | 30.1563 | 1.7822 | 0.0000 | 74.7111 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 123.375 | 25.0440 | 1.4801 | 0.0000 | 62.0455 |
| Unrefrigerated Warehouse-No Rail | 253.95 | 51.5496 | 3.0465 | 0.0000 | 127.7118 |
| **Total** | | **178.4534** | **10.5463** | **0.0000** | **442.1108** |

## 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

# ATTACHMENT B

AERMOD – Tier 4 Equipment

```
1                    AERMOD PRIME - (DATED  19191)

                   AERMODPrMSPx VERSION
             (C) COPYRIGHT 1998-2017, Trinity Consultants

 Run Began on  4/28/2021 at 18:09:25

** BREEZE AERMOD
** Trinity Consultants
** VERSION  9.0

CO STARTING
CO TITLEONE  Latitude PM10 Construction Emissions
CO MODELOPT  DFAULT  CONC  NODRYDPLT  NOWETDPLT
CO RUNORNOT  RUN
CO AVERTIME  24  ANNUAL
CO POLLUTID  PM10
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  JUVEM000  AREAPOLY  451194.7  3743326.2  0
** SRCDESCR  Area Source
SO SRCPARAM  JUVEM000  5.78E-10  3  12  1
SO AREAVERT  JUVEM000  451194.7 3743326.2  451286 3743218.4  451430.7 3743063.6  451550 3742958.3
SO AREAVERT  JUVEM000  451603.3 3742907.5  452369.7 3743256.5  452379.8 3743272.9  452313.9 3743333.9
SO AREAVERT  JUVEM000  451958.6 3743342.7  451558.8 3743328.8  451558.8 3743328.8  451194.7 3743326.2
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE GRIDCART RLPS4001 STA
RE GRIDCART RLPS4001 XYINC  450567.8  21  121.5  3744266.3  21  -119.3
RE GRIDCART RLPS4001 ELEV  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 END
RE DISCCART  451808.8  3743414  0  0
** SENSITIV
** RCPDESCR  R1
RE DISCCART  451611.1  3743386.1  0  0
** SENSITIV
** RCPDESCR  R2
RE DISCCART  451395.1  3743364.6  0  0
** SENSITIV
** RCPDESCR  R3
RE DISCCART  451274.7  3743360.3  0  0
** SENSITIV
** RCPDESCR  R4
RE DISCCART  451170.5  3743172.2  0  0
** SENSITIV
** RCPDESCR  R5
```

```
RE DISCCART  451376.8  3742977.7  0  0
** SENSITIV
** RCPDESCR  R6
RE FINISHED

ME STARTING
ME SURFFILE  "C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC"
** SURFFILE  "C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC"
ME PROFFILE  "C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL"
** PROFFILE  "C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL"
ME SURFDATA  0 2008
ME UAIRDATA  3190 2008
ME SITEDATA  00099999 2008
ME PROFBASE  0  METERS
ME STARTEND  2012  1  1  1  2012  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  24  ALL  FIRST  ALL`24`FIRST.plt  10000
OU PLOTFILE  ANNUAL  ALL  ALL`ANNUAL.plt  10001
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************


** AMPTYPE
** AMPDATUM  -1
** AMPZONE  -1
** AMPHEMISPHERE

** PROJECTIONWKT
PROJCS["UTM_6326_Zone11",GEOGCS["WGS_84",DATUM["World_Geodetic_System_1984",SPHEROID["WGS_1984",6378137,298.257223563],TOWGS84[0,0,0,0,0,0,0]],PRIMEM["G
reenwich",0],UNIT["Degree",0.0174532925199433]],PROJECTION["Universal_Transverse_Mercator"],PARAMETER["Zone",11],UNIT["Meter",1,AUTHORITY["EPSG","9001"]
]]
** PROJECTION  UTM
** DATUM  WGE
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE UserDefined
** AERMODEXE  AERMOD_BREEZE_19191_64.EXE
** AERMAPEXE  AERMAP_EPA_18081_64.EXE


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

 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                        PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                          ***     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 RURAL Dispersion Only.

 **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.

 **Other Options Specified:
        TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.
```

```
**The User Specified a Pollutant Type of:  PM10

**Model Calculates  1 Short Term Average(s) of:  24-HR
    and Calculates ANNUAL Averages

**This Run Includes:      1 Source(s);       1 Source Group(s); and     447 Receptor(s)

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


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

**The AERMET Input Meteorological Data Version Date:  14134

**Output Options Selected:
         Model Outputs Tables of ANNUAL Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE 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) =     0.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      3.6 MB of RAM.

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

 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                        PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                                *** AREAPOLY SOURCE DATA ***

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

 JUVEM000         0   0.57800E-09  451194.7 3743326.2     0.0     3.00      12         1.00     NO
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                        PAGE   3
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                            *** SOURCE IDs DEFINING SOURCE GROUPS ***

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


  ALL        JUVEM000    ,
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                        PAGE   4
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                           *** GRIDDED RECEPTOR NETWORK SUMMARY ***

                                     *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

       450567.8,  450689.3,  450810.8,  450932.3,  451053.8,  451175.3,  451296.8,  451418.3,  451539.8,  451661.3,
       451782.8,  451904.3,  452025.8,  452147.3,  452268.8,  452390.3,  452511.8,  452633.3,  452754.8,  452876.3,
       452997.8,

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

      3744266.3, 3744147.0, 3744027.7, 3743908.4, 3743789.1, 3743669.8, 3743550.5, 3743431.2, 3743311.9, 3743192.6,
      3743073.3, 3742954.0, 3742834.7, 3742715.4, 3742596.1, 3742476.8, 3742357.5, 3742238.2, 3742118.9, 3741999.6,
      3741880.3,
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                        PAGE   5
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL
```

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450567.80 | 450689.30 | 450810.80 | 450932.30 | 451053.80 | 451175.30 | 451296.80 | 451418.30 | 451539.80 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 |

| | | | |
|---|---|---|---|
| 3743669.80 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450567.80 | 450689.30 | 450810.80 | 450932.30 | 451053.80 | 451175.30 | 451296.80 | 451418.30 | 451539.80 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |

```
  3742476.80 |          0.00         0.00         0.00
  3742596.10 |          0.00         0.00         0.00
  3742715.40 |          0.00         0.00         0.00
  3742834.70 |          0.00         0.00         0.00
  3742954.00 |          0.00         0.00         0.00
  3743073.30 |          0.00         0.00         0.00
  3743192.60 |          0.00         0.00         0.00
  3743311.90 |          0.00         0.00         0.00
  3743431.20 |          0.00         0.00         0.00
  3743550.50 |          0.00         0.00         0.00
  3743669.80 |          0.00         0.00         0.00
  3743789.10 |          0.00         0.00         0.00
  3743908.40 |          0.00         0.00         0.00
  3744027.70 |          0.00         0.00         0.00
  3744147.00 |          0.00         0.00         0.00
  3744266.30 |          0.00         0.00         0.00
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                ***        18:09:25
                                                                                                                  PAGE  11
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                          *** 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

                     METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2012   1  1  1
                                                          AND END DATE: 2012  12 31 24

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


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

                                                 1.54,   3.09,   5.14,   8.23,  10.80,
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                ***        18:09:25
                                                                                                                  PAGE  12
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

   Surface file:   C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC   Met Version:  14134
   Profile file:   C:\USERS\RYAN~1.DES\ONEDRIVE\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:        0                  Upper air station no.:     3190
                  Name: UNKNOWN                                   Name: UNKNOWN
                  Year:   2008                                    Year:   2008

 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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 08 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 06 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 08 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.54  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 09   27.2 -9.000 -9.000 -9.000   60. -999. -99999.0  0.23   1.00   0.33  999.00  999.   -9.0  285.9    5.5
 08 01 01   1 10   74.6 -9.000 -9.000 -9.000  157. -999. -99999.0  0.23   1.00   0.25  999.00  999.   -9.0  288.1    5.5
 08 01 01   1 11  107.4 -9.000 -9.000 -9.000  375. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 12  122.7 -9.000 -9.000 -9.000  578. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 13  121.3 -9.000 -9.000 -9.000  714. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 14  102.1 -9.000 -9.000 -9.000  763. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  292.0    5.5
 08 01 01   1 15   65.8 -9.000 -9.000 -9.000  792. -999. -99999.0  0.23   1.00   0.27  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 16   16.0 -9.000 -9.000 -9.000  798. -999. -99999.0  0.23   1.00   0.36  999.00  999.   -9.0  290.4    5.5
 08 01 01   1 17 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.63  999.00  999.   -9.0  288.8    5.5
 08 01 01   1 18 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  287.5    5.5
 08 01 01   1 19 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  286.4    5.5
 08 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  285.4    5.5
 08 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 24 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  282.5    5.5


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 08 01 01 01    5.5 0 -999.  -99.00   284.3   99.0  -99.00  -99.00
 08 01 01 01    9.1 1 -999.  -99.00  -999.0   99.0  -99.00  -99.00
```

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

*** AERMOD - VERSION 19191 *** *** Latitude PM10 Construction Emissions *** 04/28/21
*** AERMET - VERSION 14134 *** *** *** 18:09:25
PAGE 13

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 450567.80 | 450689.30 | 450810.80 | 450932.30 | 451053.80 | 451175.30 | 451296.80 | 451418.30 | 451539.80 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00056 | 0.00062 | 0.00069 | 0.00077 | 0.00086 | 0.00095 | 0.00103 | 0.00111 | 0.00119 |
| 3741999.60 | 0.00059 | 0.00066 | 0.00075 | 0.00084 | 0.00095 | 0.00106 | 0.00117 | 0.00127 | 0.00138 |
| 3742118.90 | 0.00063 | 0.00071 | 0.00081 | 0.00092 | 0.00105 | 0.00119 | 0.00133 | 0.00147 | 0.00162 |
| 3742238.20 | 0.00066 | 0.00076 | 0.00087 | 0.00101 | 0.00117 | 0.00135 | 0.00154 | 0.00173 | 0.00194 |
| 3742357.50 | 0.00068 | 0.00080 | 0.00094 | 0.00111 | 0.00131 | 0.00154 | 0.00180 | 0.00208 | 0.00237 |
| 3742476.80 | 0.00069 | 0.00082 | 0.00099 | 0.00120 | 0.00146 | 0.00177 | 0.00213 | 0.00254 | 0.00297 |
| 3742596.10 | 0.00071 | 0.00085 | 0.00104 | 0.00129 | 0.00162 | 0.00204 | 0.00256 | 0.00319 | 0.00389 |
| 3742715.40 | 0.00073 | 0.00088 | 0.00108 | 0.00136 | 0.00177 | 0.00233 | 0.00310 | 0.00413 | 0.00539 |
| 3742834.70 | 0.00075 | 0.00090 | 0.00112 | 0.00145 | 0.00193 | 0.00267 | 0.00379 | 0.00554 | 0.00821 |
| 3742954.00 | 0.00078 | 0.00094 | 0.00118 | 0.00153 | 0.00211 | 0.00308 | 0.00479 | 0.00799 | 0.01459 |
| 3743073.30 | 0.00082 | 0.00099 | 0.00124 | 0.00163 | 0.00229 | 0.00359 | 0.00642 | 0.01411 | 0.02312 |
| 3743192.60 | 0.00085 | 0.00104 | 0.00131 | 0.00173 | 0.00249 | 0.00425 | 0.01033 | 0.02080 | 0.02388 |
| 3743311.90 | 0.00086 | 0.00106 | 0.00136 | 0.00184 | 0.00276 | 0.00530 | 0.01377 | 0.01752 | 0.01890 |
| 3743431.20 | 0.00088 | 0.00111 | 0.00145 | 0.00203 | 0.00323 | 0.00624 | 0.00926 | 0.01080 | 0.01144 |
| 3743550.50 | 0.00094 | 0.00120 | 0.00160 | 0.00229 | 0.00357 | 0.00547 | 0.00688 | 0.00755 | 0.00778 |
| 3743669.80 | 0.00102 | 0.00131 | 0.00175 | 0.00246 | 0.00355 | 0.00468 | 0.00542 | 0.00573 | 0.00574 |
| 3743789.10 | 0.00110 | 0.00140 | 0.00185 | 0.00252 | 0.00332 | 0.00400 | 0.00440 | 0.00453 | 0.00444 |
| 3743908.40 | 0.00116 | 0.00146 | 0.00191 | 0.00247 | 0.00302 | 0.00343 | 0.00364 | 0.00366 | 0.00353 |
| 3744027.70 | 0.00120 | 0.00151 | 0.00191 | 0.00233 | 0.00270 | 0.00295 | 0.00305 | 0.00301 | 0.00286 |
| 3744147.00 | 0.00123 | 0.00152 | 0.00185 | 0.00217 | 0.00241 | 0.00255 | 0.00258 | 0.00251 | 0.00235 |
| 3744266.30 | 0.00125 | 0.00151 | 0.00176 | 0.00198 | 0.00214 | 0.00221 | 0.00220 | 0.00211 | 0.00195 |

*** AERMOD - VERSION 19191 *** *** Latitude PM10 Construction Emissions *** 04/28/21
*** AERMET - VERSION 14134 *** *** *** 18:09:25
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*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00127 | 0.00136 | 0.00144 | 0.00150 | 0.00157 | 0.00164 | 0.00168 | 0.00165 | 0.00158 |
| 3741999.60 | 0.00149 | 0.00160 | 0.00169 | 0.00178 | 0.00187 | 0.00193 | 0.00193 | 0.00186 | 0.00174 |
| 3742118.90 | 0.00177 | 0.00191 | 0.00203 | 0.00215 | 0.00225 | 0.00227 | 0.00221 | 0.00207 | 0.00189 |
| 3742238.20 | 0.00214 | 0.00232 | 0.00250 | 0.00265 | 0.00272 | 0.00266 | 0.00251 | 0.00229 | 0.00204 |
| 3742357.50 | 0.00265 | 0.00292 | 0.00317 | 0.00332 | 0.00329 | 0.00310 | 0.00283 | 0.00252 | 0.00219 |
| 3742476.80 | 0.00340 | 0.00382 | 0.00413 | 0.00417 | 0.00395 | 0.00359 | 0.00318 | 0.00274 | 0.00231 |
| 3742596.10 | 0.00460 | 0.00524 | 0.00549 | 0.00524 | 0.00474 | 0.00415 | 0.00354 | 0.00295 | 0.00241 |
| 3742715.40 | 0.00673 | 0.00756 | 0.00732 | 0.00658 | 0.00569 | 0.00478 | 0.00393 | 0.00314 | 0.00246 |
| 3742834.70 | 0.01120 | 0.01117 | 0.00986 | 0.00836 | 0.00690 | 0.00556 | 0.00436 | 0.00332 | 0.00247 |
| 3742954.00 | 0.01927 | 0.01696 | 0.01384 | 0.01106 | 0.00868 | 0.00662 | 0.00489 | 0.00346 | 0.00238 |
| 3743073.30 | 0.02437 | 0.02312 | 0.02010 | 0.01586 | 0.01174 | 0.00832 | 0.00556 | 0.00344 | 0.00220 |
| 3743192.60 | 0.02442 | 0.02383 | 0.02238 | 0.01994 | 0.01626 | 0.01139 | 0.00633 | 0.00310 | 0.00204 |
| 3743311.90 | 0.01924 | 0.01900 | 0.01827 | 0.01685 | 0.01460 | 0.01144 | 0.00519 | 0.00281 | 0.00193 |
| 3743431.20 | 0.01156 | 0.01130 | 0.01070 | 0.00963 | 0.00811 | 0.00575 | 0.00354 | 0.00249 | 0.00180 |
| 3743550.50 | 0.00769 | 0.00735 | 0.00676 | 0.00592 | 0.00480 | 0.00347 | 0.00257 | 0.00206 | 0.00163 |
| 3743669.80 | 0.00554 | 0.00517 | 0.00464 | 0.00396 | 0.00316 | 0.00244 | 0.00198 | 0.00169 | 0.00144 |
| 3743789.10 | 0.00419 | 0.00381 | 0.00335 | 0.00280 | 0.00225 | 0.00183 | 0.00156 | 0.00138 | 0.00124 |
| 3743908.40 | 0.00326 | 0.00291 | 0.00250 | 0.00207 | 0.00170 | 0.00143 | 0.00125 | 0.00114 | 0.00105 |
| 3744027.70 | 0.00260 | 0.00228 | 0.00193 | 0.00160 | 0.00133 | 0.00115 | 0.00102 | 0.00095 | 0.00089 |
| 3744147.00 | 0.00211 | 0.00183 | 0.00154 | 0.00128 | 0.00108 | 0.00094 | 0.00085 | 0.00079 | 0.00076 |
| 3744266.30 | 0.00174 | 0.00150 | 0.00126 | 0.00106 | 0.00090 | 0.00079 | 0.00071 | 0.00067 | 0.00065 |

*** AERMOD - VERSION 19191 *** *** Latitude PM10 Construction Emissions *** 04/28/21
*** AERMET - VERSION 14134 *** *** *** 18:09:25
PAGE 15

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|

```
 3741880.30 |       0.00148      0.00136      0.00123
 3741999.60 |       0.00159      0.00144      0.00128
 3742118.90 |       0.00170      0.00150      0.00131
 3742238.20 |       0.00179      0.00155      0.00132
 3742357.50 |       0.00187      0.00157      0.00130
 3742476.80 |       0.00192      0.00156      0.00126
 3742596.10 |       0.00193      0.00152      0.00121
 3742715.40 |       0.00189      0.00145      0.00115
 3742834.70 |       0.00181      0.00138      0.00110
 3742954.00 |       0.00170      0.00130      0.00105
 3743073.30 |       0.00159      0.00124      0.00101
 3743192.60 |       0.00152      0.00119      0.00097
 3743311.90 |       0.00146      0.00116      0.00095
 3743431.20 |       0.00139      0.00112      0.00093
 3743550.50 |       0.00129      0.00105      0.00088
 3743669.80 |       0.00119      0.00099      0.00083
 3743789.10 |       0.00108      0.00093      0.00079
 3743908.40 |       0.00096      0.00085      0.00075
 3744027.70 |       0.00084      0.00077      0.00070
 3744147.00 |       0.00073      0.00069      0.00064
 3744266.30 |       0.00063      0.00061      0.00058
```



```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                 *** THE ANNUAL AVERAGE CONCENTRATION    VALUES AVERAGED OVER   1 YEARS FOR SOURCE GROUP: ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                     *** SENSITIVE DISCRETE RECEPTOR POINTS ***

                                 ** CONC OF PM10     IN MICROGRAMS/M**3                          **

      X-COORD (M)   Y-COORD (M)        CONC                      X-COORD (M)   Y-COORD (M)        CONC
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        451808.80    3743414.00        0.01205                     451611.10    3743386.10        0.01393
        451395.10    3743364.60        0.01378                     451274.70    3743360.30        0.01102
        451170.50    3743172.20        0.00402                     451376.80    3742977.70        0.00716
```



```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                 ** CONC OF PM10     IN MICROGRAMS/M**3                          **

 Y-COORD  |                                          X-COORD (METERS)
 (METERS) |       450567.80              450689.30              450810.80              450932.30              451053.80
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.00502m(12111424)      0.00593m(12111424)      0.00642m(12111424)      0.00639m(12111424)      0.00583m(12122124)
3741999.6 |      0.00477 (12112624)      0.00587m(12111424)      0.00682m(12111424)      0.00721m(12111424)      0.00690m(12111424)
3742118.9 |      0.00562 (12112024)      0.00542m(12111424)      0.00687m(12111424)      0.00784m(12111424)      0.00807m(12111424)
3742238.2 |      0.00642 (12112024)      0.00647 (12112024)      0.00646m(12111424)      0.00807m(12111424)      0.00903m(12111424)
3742357.5 |      0.00751 (12010524)      0.00736 (12112024)      0.00754 (12112024)      0.00776m(12111424)      0.00953m(12111424)
3742476.8 |      0.00875 (12010524)      0.00911 (12010524)      0.00884 (12010524)      0.00894 (12112024)      0.00940m(12111424)
3742596.1 |      0.00890 (12010524)      0.01007 (12010524)      0.01097 (12010524)      0.01133 (12010524)      0.01078 (12112024)
3742715.4 |      0.00888 (12010524)      0.01043 (12010524)      0.01195 (12010524)      0.01338 (12010524)      0.01459 (12010524)
3742834.7 |      0.00888 (12010524)      0.01083 (12010524)      0.01299 (12010524)      0.01521 (12010524)      0.01752 (12010524)
3742954.0 |      0.01100 (12120824)      0.01152 (12120824)      0.01291 (12010524)      0.01623 (12010524)      0.01997 (12010524)
3743073.3 |      0.01238 (12120824)      0.01394 (12120824)      0.01562 (12120824)      0.01750 (12120824)      0.02015 (12120824)
3743192.6 |      0.00981m(12011124)      0.01149m(12011124)      0.01353m(12011124)      0.01643 (12120824)      0.02150m(12102324)
3743311.9 |      0.01112 (12102424)      0.01258 (12102424)      0.01441 (12102424)      0.01711m(12102324)      0.02509m(12102324)
3743431.2 |      0.00825m(12102324)      0.01044m(12102324)      0.01381m(12102324)      0.01853m(12102324)      0.02371m(12102324)
3743550.5 |      0.00910m(12102324)      0.01164m(12102324)      0.01431m(12102324)      0.01619m(12102324)      0.01874m(12102324)
3743669.8 |      0.00997m(12102324)      0.01127m(12102324)      0.01190m(12102324)      0.01404 (12121624)      0.01733 (12121624)
3743789.1 |      0.00900m(12102324)      0.00914m(12102324)      0.01139 (12121624)      0.01346 (12121624)      0.01539 (12121624)
3743908.4 |      0.00780 (12121624)      0.00958 (12121624)      0.01099 (12121624)      0.01224 (12121624)      0.01329 (12121624)
3744027.7 |      0.00824 (12121624)      0.00925 (12121624)      0.01005 (12121624)      0.01084 (12121624)      0.01120 (12121624)
3744147.0 |      0.00794 (12121624)      0.00847 (12121624)      0.00895 (12121624)      0.00937 (12121624)      0.00921 (12121624)
3744266.3 |      0.00728 (12121624)      0.00754 (12121624)      0.00782 (12121624)      0.00792 (12121624)      0.00802 (12060224)
```



```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                 ** CONC OF PM10     IN MICROGRAMS/M**3                          **

 Y-COORD  |                                          X-COORD (METERS)
 (METERS) |       451175.30              451296.80              451418.30              451539.80              451661.30
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.00746m(12122124)      0.00858m(12122124)      0.00867m(12122124)      0.00784m(12122124)      0.00697 (12011824)
```

```
3741999.6 |      0.00770m(12122124)      0.00921m(12122124)      0.00969m(12122124)      0.00898m(12122124)      0.00798m(12122124)
3742118.9 |      0.00783m(12122124)      0.00982m(12122124)      0.01081m(12122124)      0.01036m(12122124)      0.00946m(12122124)
3742238.2 |      0.00901m(12111424)      0.01038m(12122124)      0.01203m(12122124)      0.01203m(12122124)      0.01141m(12122124)
3742357.5 |      0.01048m(12111424)      0.01083m(12122124)      0.01334m(12122124)      0.01410m(12122124)      0.01399m(12122124)
3742476.8 |      0.01142m(12111424)      0.01239m(12111424)      0.01472m(12122124)      0.01680m(12122124)      0.01746m(12122124)
3742596.1 |      0.01165m(12111424)      0.01414m(12111424)      0.01611m(12122124)      0.02046m(12122124)      0.02218m(12122124)
3742715.4 |      0.01495 (12010524)      0.01521m(12111424)      0.01831m(12111424)      0.02551m(12122124)      0.02878m(12122124)
3742834.7 |      0.01975 (12010524)      0.02138 (12010524)      0.02371m(12122124)      0.03258m(12122124)      0.03848m(12122124)
3742954.0 |      0.02429 (12010524)      0.02895 (12010524)      0.03908m(12122124)      0.05285m(12122124)      0.05207m(12122124)
3743073.3 |      0.02527 (12010524)      0.03282 (12120824)      0.04757m(12122124)      0.05286m(12122124)      0.05293m(12122124)
3743192.6 |      0.03177m(12102324)      0.04914m(12102324)      0.05529m(12102324)      0.05351m(12102324)      0.04955m(12102324)
3743311.9 |      0.03961m(12102324)      0.05007m(12102324)      0.05097m(12102324)      0.04984m(12102324)      0.04764m(12102324)
3743431.2 |      0.02887m(12102324)      0.03471 (12121624)      0.03558 (12121624)      0.03424 (12121624)      0.03200 (12121624)
3743550.5 |      0.02376 (12121624)      0.02617 (12121624)      0.02595 (12121624)      0.02454 (12121624)      0.02233 (12121624)
3743669.8 |      0.01974 (12121624)      0.02048 (12121624)      0.01976 (12121624)      0.01823 (12121624)      0.01593m(12013024)
3743789.1 |      0.01633 (12121624)      0.01618 (12121624)      0.01515 (12121624)      0.01350 (12121624)      0.01240m(12013024)
3743908.4 |      0.01334 (12121624)      0.01267 (12121624)      0.01189 (12072624)      0.01096 (12072624)      0.01036 (12072324)
3744027.7 |      0.01070 (12121624)      0.01072 (12072624)      0.01042 (12072624)      0.00946 (12072624)      0.00879 (12072324)
3744147.0 |      0.00918 (12072624)      0.00965 (12072624)      0.00919 (12072624)      0.00820 (12072624)      0.00744 (12072324)
3744266.3 |      0.00854 (12072624)      0.00869 (12072624)      0.00811 (12072624)      0.00711 (12072624)      0.00628 (12072324)
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:09:25
                                                                                                                          PAGE  19
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                          **

  Y-COORD  |                                              X-COORD (METERS)
  (METERS) |       451782.80              451904.30              452025.80              452147.30              452268.80
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.00686m(12012424)      0.00723m(12012424)      0.00675m(12012424)      0.00609 (12122024)      0.00653 (12011724)
3741999.6 |      0.00765m(12012424)      0.00780 (12122024)      0.00739 (12122024)      0.00705 (12011724)      0.00763 (12120424)
3742118.9 |      0.00911m(12122124)      0.00902m(12122124)      0.00819 (12122024)      0.00823 (12011724)      0.00918 (12120424)
3742238.2 |      0.01130m(12122124)      0.01089m(12122124)      0.00930 (12122024)      0.01015 (12120424)      0.01055 (12120424)
3742357.5 |      0.01410m(12122124)      0.01291m(12122124)      0.01130 (12120424)      0.01211 (12120424)      0.01159 (12120424)
3742476.8 |      0.01752m(12122124)      0.01513m(12122124)      0.01431 (12120424)      0.01365 (12120424)      0.01293m(12101424)
3742596.1 |      0.02149m(12122124)      0.01816m(12122124)      0.01687 (12120424)      0.01600m(12101424)      0.01520m(12103024)
3742715.4 |      0.02654m(12122124)      0.02312m(12122124)      0.02057m(12103024)      0.01909m(12103024)      0.01758 (12111924)
3742834.7 |      0.03495m(12122124)      0.03022 (12111924)      0.02837 (12111924)      0.02503 (12111924)      0.02108 (12111924)
3742954.0 |      0.04701 (12111924)      0.04258 (12111924)      0.03641 (12111924)      0.02992 (12111924)      0.02352 (12111924)
3743073.3 |      0.05282m(12111424)      0.05147m(12111424)      0.04485m(12111424)      0.03448 (12111924)      0.02576 (12111924)
3743192.6 |      0.04412m(12111424)      0.04542m(12111424)      0.04402m(12111424)      0.04023m(12111424)      0.03148m(12111424)
3743311.9 |      0.04408m(12102324)      0.03936m(12102324)      0.03503 (12121724)      0.03174 (12110624)      0.02932 (12110624)
3743431.2 |      0.02902 (12121624)      0.02602 (12100524)      0.02385 (12121724)      0.02227 (12121724)      0.02015 (12121724)
3743550.5 |      0.01978 (12100524)      0.01771 (12100524)      0.01731 (12071524)      0.01564 (12071524)      0.01420 (12121724)
3743669.8 |      0.01426 (12100524)      0.01302 (12111724)      0.01310 (12071524)      0.01247 (12071524)      0.01066 (12112524)
3743789.1 |      0.01136 (12072324)      0.01035 (12091624)      0.00995 (12071524)      0.00981 (12071524)      0.00899 (12071524)
3743908.4 |      0.00955 (12072324)      0.00834 (12091624)      0.00738 (12071524)      0.00758 (12071524)      0.00764 (12071524)
3744027.7 |      0.00803 (12072324)      0.00682 (12091624)      0.00608 (12091624)      0.00573 (12071524)      0.00634 (12071524)
3744147.0 |      0.00675 (12072324)      0.00568 (12091624)      0.00525 (12091624)      0.00465 (12091624)      0.00510 (12071524)
3744266.3 |      0.00573 (12072324)      0.00521 (12040424)      0.00457 (12091624)      0.00425 (12091624)      0.00401 (12071524)
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:09:25
                                                                                                                          PAGE  20
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                          **

  Y-COORD  |                                              X-COORD (METERS)
  (METERS) |       452390.30              452511.80              452633.30              452754.80              452876.30
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.00713 (12120424)      0.00749 (12120424)      0.00769 (12070724)      0.00771 (12070724)      0.00710 (12070724)
3741999.6 |      0.00829 (12120424)      0.00831 (12070724)      0.00843 (12070724)      0.00778 (12070724)      0.00682 (12070724)
3742118.9 |      0.00928 (12120424)      0.00928 (12070724)      0.00856 (12070724)      0.00751 (12070724)      0.00649 (12012924)
3742238.2 |      0.01030 (12070724)      0.00950 (12070724)      0.00843m(12101424)      0.00777m(12103024)      0.00678m(12103024)
3742357.5 |      0.01076m(12101424)      0.01017m(12103024)      0.00938m(12103024)      0.00800m(12103024)      0.00704m(12083124)
3742476.8 |      0.01233m(12103024)      0.01128m(12103024)      0.00959m(12103024)      0.00844 (12111924)      0.00793 (12111924)
3742596.1 |      0.01354m(12103024)      0.01211 (12111924)      0.01071 (12111924)      0.00930 (12111924)      0.00839 (12111924)
3742715.4 |      0.01575 (12111924)      0.01367 (12111924)      0.01118 (12111924)      0.00948 (12111924)      0.00829 (12111924)
3742834.7 |      0.01745 (12111924)      0.01406 (12111924)      0.01097 (12111924)      0.00950m(12111424)      0.00842m(12111424)
3742954.0 |      0.01816 (12111924)      0.01357m(12111424)      0.01190m(12111424)      0.01013m(12111424)      0.00842m(12111424)
3743073.3 |      0.01875m(12111424)      0.01568m(12111424)      0.01269m(12111424)      0.00994m(12111424)      0.00769m(12111424)
3743192.6 |      0.02110m(12111424)      0.01541m(12111424)      0.01061m(12111424)      0.00864 (12050924)      0.00752 (12050924)
3743311.9 |      0.02200 (12110624)      0.01766 (12050924)      0.01444 (12050924)      0.01216 (12050924)      0.01050 (12050924)
3743431.2 |      0.01605 (12121724)      0.01184 (12121724)      0.00957 (12052124)      0.00879 (12052124)      0.00798 (12012624)
3743550.5 |      0.01235 (12121724)      0.01072 (12121724)      0.00894 (12121724)      0.00775m(12072024)      0.00685 (12122724)
3743669.8 |      0.01011 (12112524)      0.00921 (12012224)      0.00783 (12012224)      0.00682 (12121724)      0.00652m(12072024)
3743789.1 |      0.00858 (12112524)      0.00845 (12112524)      0.00767 (12012224)      0.00657 (12012224)      0.00526 (12092724)
3743908.4 |      0.00758 (12071524)      0.00741 (12112524)      0.00735 (12112524)      0.00649 (12012224)      0.00561 (12012224)
3744027.7 |      0.00669 (12071524)      0.00653 (12071524)      0.00660 (12112524)      0.00650 (12112524)      0.00567 (12112524)
```

```
 3744147.0 |      0.00574 (12071524)      0.00590 (12071524)      0.00563 (12071524)      0.00594 (12112524)      0.00582 (12112524)
 3744266.3 |      0.00479 (12071524)      0.00520 (12071524)      0.00520 (12071524)      0.00503 (12112524)      0.00540 (12112524)
```



```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                        **

  Y-COORD  |                                              X-COORD (METERS)
  (METERS) |       452997.80
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3741880.3 |      0.00621 (12070724)
 3741999.6 |      0.00584 (12012924)
 3742118.9 |      0.00586m(12103024)
 3742238.2 |      0.00619m(12083124)
 3742357.5 |      0.00675 (12111924)
 3742476.8 |      0.00749 (12111924)
 3742596.1 |      0.00753 (12111924)
 3742715.4 |      0.00723m(12111424)
 3742834.7 |      0.00730m(12111424)
 3742954.0 |      0.00690m(12111424)
 3743073.3 |      0.00611 (12011924)
 3743192.6 |      0.00663 (12050924)
 3743311.9 |      0.00923 (12050924)
 3743431.2 |      0.00720 (12012624)
 3743550.5 |      0.00595m(12062924)
 3743669.8 |      0.00578m(12072024)
 3743789.1 |      0.00531m(12072024)
 3743908.4 |      0.00451 (12092724)
 3744027.7 |      0.00486 (12012224)
 3744147.0 |      0.00505 (12112524)
 3744266.3 |      0.00525 (12112524)
```



```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                          *** SENSITIVE DISCRETE RECEPTOR POINTS ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                        **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)              X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        451808.80   3743414.00        0.03018  (12121624)               451611.10   3743386.10        0.03846m (12013024)
        451395.10   3743364.60        0.04372  (12121624)               451274.70   3743360.30        0.04072  (12121624)
        451170.50   3743172.20        0.02934m (12102324)               451376.80   3742977.70        0.03623m (12122124)
```



```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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


                                  ** CONC OF PM10     IN MICROGRAMS/M**3                        **

                                                                                                                  NETWORK
GROUP ID                      AVERAGE CONC                RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL       1ST HIGHEST VALUE IS       0.02442 AT (  451661.30,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001
          2ND HIGHEST VALUE IS       0.02437 AT (  451661.30,  3743073.30,     0.00,     0.00,    0.00)  GC  RLPS4001
          3RD HIGHEST VALUE IS       0.02388 AT (  451539.80,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001
          4TH HIGHEST VALUE IS       0.02383 AT (  451782.80,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001
          5TH HIGHEST VALUE IS       0.02312 AT (  451539.80,  3743073.30,     0.00,     0.00,    0.00)  GC  RLPS4001
          6TH HIGHEST VALUE IS       0.02312 AT (  451782.80,  3743073.30,     0.00,     0.00,    0.00)  GC  RLPS4001
          7TH HIGHEST VALUE IS       0.02238 AT (  451904.30,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001
          8TH HIGHEST VALUE IS       0.02080 AT (  451418.30,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001
          9TH HIGHEST VALUE IS       0.02010 AT (  451904.30,  3743073.30,     0.00,     0.00,    0.00)  GC  RLPS4001
         10TH HIGHEST VALUE IS       0.01994 AT (  452025.80,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001


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



```
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

```
                                  ** CONC OF PM10     IN MICROGRAMS/M**3                        **

                                                   DATE                                                                    NETWORK
GROUP ID                        AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS       0.05529m ON 12102324: AT (  451418.30,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Construction Emissions                                ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:09:25
                                                                                                                         PAGE  25
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of         1916 Informational Message(s)

 A Total of         8784 Hours Were Processed

 A Total of            3 Calm Hours Identified

 A Total of          468 Missing Hours Identified (  5.33 Percent)


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


    ********   WARNING MESSAGES   ********
               ***  NONE  ***


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

# ATTACHMENT C

Cancer Risk Calculation Spreadsheet

**Air Quality Health Risk Calculations (Worst-Case)**
**Latitude Industrial Park Tier 4**

| | | |
|---|---|---|
| From CalEE Annual Output | Emission per day (Ton/Total Construction Duration) | **0.00946** |
| | Construction Start | **1/1/2020** |
| | Construction Complete | **10/5/2021** |
| | Days | **643** |
| | Construction Emission per day (lb/day) | **0.029424572** |
| | Annual Duration (Days) | **365** |
| input to AERMOD | Annualized Emission Rate (Grams/Second) | **0.000154275** |
| | Project Site Size (Acres) | **66** |
| | Project Site Size (meters^2) | **267092.5239** |
| | Length of Smalles Side (meters) | **516.8099495** |
| From AERMOD | Concentration Annual (Ug/M^3) | **0.0139** |

| | Days | Days to years |
|---|---|---|
| Duration | 643 | 1.761643836 |

| Age (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
|---|---|---|---|---|---|---|
| Cair (annual) - From F15 | 0.0139 | 0.0139 | 0.0139 | 0.0139 | 0.0139 | 0.0139 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000482 | 0.00001454 | 0.00001149 | 0.00000994 | 0.00000447 | 0.00000387 |
| Construction Days | 643 | 1.761643836 | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 1.761643836 | 1.761643836 | 1.761643836 | 1.761643836 | 1.761643836 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 1.6086E-07 | 3.42251E-06 | 6.86998E-07 | 5.94441E-07 | 9.03372E-08 | 7.82023E-08 |
| Risk per million Exposed | 0.160859537 | 3.42250594 | 0.686998343 | 0.594441075 | 0.090337164 | 0.078202321 |

| | |
|---|---|
| Cancer Risk Per Million 9-years | 4.27 |
| Cancer Risk Per Million 30-years | 4.27 |
| Cancer Risk Per Million 70-years | 4.26 |

**ATTACHMENT D**

AERMOD – NOX LST

```
1                    AERMOD PRIME - (DATED  19191)

                   AERMODPrMSPx VERSION
             (C) COPYRIGHT 1998-2017, Trinity Consultants

 Run Began on  4/28/2021 at 18:47:52

** BREEZE AERMOD
** Trinity Consultants
** VERSION  9.0

CO STARTING
CO TITLEONE  Latitude NOX 1HR LST
CO MODELOPT  DFAULT  CONC  NODRYDPLT  NOWETDPLT
CO RUNORNOT  RUN
CO AVERTIME  1
CO POLLUTID  NOX
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  JUVEM000  AREAPOLY  451194.7  3743326.2  0
** SRCDESCR  Area Source
SO SRCPARAM  JUVEM000  3.29E-08  3  12  1
SO AREAVERT  JUVEM000  451194.7 3743326.2  451286 3743218.4  451430.7 3743063.6  451550 3742958.3
SO AREAVERT  JUVEM000  451603.3 3742907.5  452369.7 3743256.5  452379.8 3743272.9  452313.9 3743333.9
SO AREAVERT  JUVEM000  451958.6 3743342.7  451558.8 3743328.8  451558.8 3743328.8  451194.7 3743326.2
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE GRIDCART RLPS4001 STA
RE GRIDCART RLPS4001 XYINC  450567.8  21  121.5  3744266.3  21  -119.3
RE GRIDCART RLPS4001 ELEV  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 END
RE DISCCART  451808.8  3743414  0  0
** SENSITIV
** RCPDESCR  R1
RE DISCCART  451611.1  3743386.1  0  0
** SENSITIV
** RCPDESCR  R2
RE DISCCART  451395.1  3743364.6  0  0
** SENSITIV
** RCPDESCR  R3
RE DISCCART  451274.7  3743360.3  0  0
** SENSITIV
** RCPDESCR  R4
RE DISCCART  451170.5  3743172.2  0  0
** SENSITIV
** RCPDESCR  R5
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RE DISCCART  451376.8  3742977.7  0  0
** SENSITIV
** RCPDESCR  R6
** BOUNDARY  25M
RE DISCCART  452418.6  3743245.4  0  0
RE DISCCART  452373.0  3743225.0  0  0
RE DISCCART  452327.3  3743204.5  0  0
RE DISCCART  452281.7  3743184.1  0  0
RE DISCCART  452236.1  3743163.7  0  0
RE DISCCART  452190.4  3743143.3  0  0
RE DISCCART  452144.8  3743122.8  0  0
RE DISCCART  452099.1  3743102.4  0  0
RE DISCCART  452053.5  3743082.0  0  0
RE DISCCART  452007.9  3743061.5  0  0
RE DISCCART  451962.2  3743041.1  0  0
RE DISCCART  451916.6  3743020.7  0  0
RE DISCCART  451871.0  3743000.2  0  0
RE DISCCART  451825.3  3742979.8  0  0
RE DISCCART  451779.7  3742959.4  0  0
RE DISCCART  451734.1  3742939.0  0  0
RE DISCCART  451688.4  3742918.5  0  0
RE DISCCART  451642.8  3742898.1  0  0
RE DISCCART  451597.2  3742877.7  0  0
RE DISCCART  451594.1  3742876.3  0  0
RE DISCCART  451559.4  3742907.5  0  0
RE DISCCART  451522.3  3742941.0  0  0
RE DISCCART  451485.1  3742974.4  0  0
RE DISCCART  451447.9  3743007.8  0  0
RE DISCCART  451411.2  3743040.9  0  0
RE DISCCART  451410.8  3743041.3  0  0
RE DISCCART  451378.1  3743079.1  0  0
RE DISCCART  451345.3  3743116.9  0  0
RE DISCCART  451312.6  3743154.7  0  0
RE DISCCART  451279.8  3743192.5  0  0
RE DISCCART  451247.1  3743230.3  0  0
RE DISCCART  451214.3  3743268.0  0  0
RE DISCCART  451181.6  3743305.8  0  0
RE DISCCART  451148.8  3743343.6  0  0
RE DISCCART  451140.3  3743353.4  0  0
RE DISCCART  451177.3  3743353.8  0  0
RE DISCCART  451227.3  3743354.4  0  0
RE DISCCART  451277.3  3743354.9  0  0
RE DISCCART  451327.3  3743355.5  0  0
RE DISCCART  451377.3  3743356.0  0  0
RE DISCCART  451427.3  3743356.6  0  0
RE DISCCART  451477.3  3743357.1  0  0
RE DISCCART  451527.3  3743357.7  0  0
RE DISCCART  451577.3  3743358.2  0  0
RE DISCCART  451594.1  3743358.4  0  0
RE DISCCART  451627.3  3743358.1  0  0
RE DISCCART  451677.3  3743357.7  0  0
RE DISCCART  451727.3  3743357.2  0  0
RE DISCCART  451777.3  3743356.8  0  0
RE DISCCART  451827.3  3743356.3  0  0
RE DISCCART  451877.3  3743355.9  0  0
RE DISCCART  451927.3  3743355.4  0  0
RE DISCCART  451977.3  3743355.0  0  0
RE DISCCART  452027.3  3743354.5  0  0
RE DISCCART  452077.3  3743354.1  0  0
RE DISCCART  452127.3  3743353.6  0  0
RE DISCCART  452177.3  3743353.2  0  0
RE DISCCART  452227.3  3743352.7  0  0
RE DISCCART  452277.3  3743352.3  0  0
RE DISCCART  452327.3  3743351.8  0  0
RE DISCCART  452328.8  3743351.8  0  0
RE DISCCART  452360.1  3743314.8  0  0
RE DISCCART  452392.3  3743276.6  0  0
** BOUNDARY  50M
RE DISCCART  452466.8  3743248.7  0  0
RE DISCCART  452421.4  3743227.8  0  0
RE DISCCART  452375.9  3743207.0  0  0
RE DISCCART  452330.5  3743186.1  0  0
RE DISCCART  452285.0  3743165.3  0  0
RE DISCCART  452239.6  3743144.4  0  0
RE DISCCART  452194.1  3743123.6  0  0
RE DISCCART  452148.7  3743102.7  0  0
RE DISCCART  452103.3  3743081.9  0  0
RE DISCCART  452057.8  3743061.0  0  0
RE DISCCART  452012.4  3743040.2  0  0
RE DISCCART  451966.9  3743019.3  0  0
RE DISCCART  451921.5  3742998.4  0  0
RE DISCCART  451876.0  3742977.6  0  0
RE DISCCART  451830.6  3742956.7  0  0
RE DISCCART  451785.2  3742935.9  0  0
RE DISCCART  451739.7  3742915.0  0  0
RE DISCCART  451694.3  3742894.2  0  0
RE DISCCART  451648.8  3742873.3  0  0
RE DISCCART  451603.4  3742852.5  0  0
RE DISCCART  451575.8  3742839.8  0  0
RE DISCCART  451561.8  3742853.6  0  0
RE DISCCART  451526.1  3742888.6  0  0
RE DISCCART  451490.5  3742923.7  0  0
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RE DISCCART  451454.8  3742958.7  0  0
RE DISCCART  451419.1  3742993.7  0  0
RE DISCCART  451386.3  3743026.0  0  0
RE DISCCART  451383.7  3743029.0  0  0
RE DISCCART  451350.8  3743066.7  0  0
RE DISCCART  451317.9  3743104.3  0  0
RE DISCCART  451285.0  3743142.0  0  0
RE DISCCART  451252.1  3743179.6  0  0
RE DISCCART  451219.2  3743217.3  0  0
RE DISCCART  451186.3  3743254.9  0  0
RE DISCCART  451153.4  3743292.6  0  0
RE DISCCART  451120.5  3743330.3  0  0
RE DISCCART  451087.7  3743367.9  0  0
RE DISCCART  451077.1  3743380.0  0  0
RE DISCCART  451111.1  3743380.2  0  0
RE DISCCART  451161.1  3743380.4  0  0
RE DISCCART  451211.1  3743380.7  0  0
RE DISCCART  451261.1  3743380.9  0  0
RE DISCCART  451311.1  3743381.2  0  0
RE DISCCART  451361.1  3743381.4  0  0
RE DISCCART  451411.1  3743381.7  0  0
RE DISCCART  451461.1  3743381.9  0  0
RE DISCCART  451511.1  3743382.2  0  0
RE DISCCART  451561.1  3743382.5  0  0
RE DISCCART  451611.1  3743382.7  0  0
RE DISCCART  451661.1  3743383.0  0  0
RE DISCCART  451711.1  3743383.2  0  0
RE DISCCART  451748.7  3743383.4  0  0
RE DISCCART  451761.1  3743383.3  0  0
RE DISCCART  451811.0  3743382.9  0  0
RE DISCCART  451861.0  3743382.4  0  0
RE DISCCART  451911.0  3743382.0  0  0
RE DISCCART  451961.0  3743381.6  0  0
RE DISCCART  452011.0  3743381.1  0  0
RE DISCCART  452061.0  3743380.7  0  0
RE DISCCART  452111.0  3743380.3  0  0
RE DISCCART  452161.0  3743379.9  0  0
RE DISCCART  452211.0  3743379.4  0  0
RE DISCCART  452261.0  3743379.0  0  0
RE DISCCART  452311.0  3743378.6  0  0
RE DISCCART  452330.5  3743378.4  0  0
RE DISCCART  452352.6  3743357.4  0  0
RE DISCCART  452388.8  3743322.9  0  0
RE DISCCART  452425.1  3743288.4  0  0
RE DISCCART  452461.3  3743254.0  0  0
** BOUNDARY  100M
RE DISCCART  452548.2  3743228.8  0  0
RE DISCCART  452525.5  3743218.4  0  0
RE DISCCART  452502.8  3743207.9  0  0
RE DISCCART  452480.1  3743197.5  0  0
RE DISCCART  452457.3  3743187.0  0  0
RE DISCCART  452434.6  3743176.6  0  0
RE DISCCART  452411.9  3743166.2  0  0
RE DISCCART  452389.2  3743155.7  0  0
RE DISCCART  452366.5  3743145.3  0  0
RE DISCCART  452343.8  3743134.8  0  0
RE DISCCART  452321.0  3743124.4  0  0
RE DISCCART  452298.3  3743114.0  0  0
RE DISCCART  452275.6  3743103.5  0  0
RE DISCCART  452252.9  3743093.1  0  0
RE DISCCART  452230.2  3743082.6  0  0
RE DISCCART  452207.5  3743072.2  0  0
RE DISCCART  452184.7  3743061.8  0  0
RE DISCCART  452162.0  3743051.3  0  0
RE DISCCART  452139.3  3743040.9  0  0
RE DISCCART  452116.6  3743030.4  0  0
RE DISCCART  452093.9  3743020.0  0  0
RE DISCCART  452071.2  3743009.6  0  0
RE DISCCART  452048.5  3742999.1  0  0
RE DISCCART  452025.7  3742988.7  0  0
RE DISCCART  452003.0  3742978.2  0  0
RE DISCCART  451980.3  3742967.8  0  0
RE DISCCART  451957.6  3742957.4  0  0
RE DISCCART  451934.9  3742946.9  0  0
RE DISCCART  451912.2  3742936.5  0  0
RE DISCCART  451889.4  3742926.0  0  0
RE DISCCART  451866.7  3742915.6  0  0
RE DISCCART  451844.0  3742905.2  0  0
RE DISCCART  451821.3  3742894.7  0  0
RE DISCCART  451798.6  3742884.3  0  0
RE DISCCART  451775.9  3742873.8  0  0
RE DISCCART  451753.1  3742863.4  0  0
RE DISCCART  451730.4  3742853.0  0  0
RE DISCCART  451707.7  3742842.5  0  0
RE DISCCART  451685.0  3742832.1  0  0
RE DISCCART  451662.3  3742821.6  0  0
RE DISCCART  451639.6  3742811.2  0  0
RE DISCCART  451616.8  3742800.8  0  0
RE DISCCART  451594.1  3742790.3  0  0
RE DISCCART  451571.4  3742779.9  0  0
RE DISCCART  451548.7  3742769.5  0  0
RE DISCCART  451542.5  3742766.6  0  0
```

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RE DISCCART  451529.3  3742779.1  0  0
RE DISCCART  451511.1  3742796.2  0  0
RE DISCCART  451492.9  3742813.4  0  0
RE DISCCART  451474.7  3742830.6  0  0
RE DISCCART  451456.6  3742847.7  0  0
RE DISCCART  451438.4  3742864.9  0  0
RE DISCCART  451420.2  3742882.0  0  0
RE DISCCART  451402.0  3742899.2  0  0
RE DISCCART  451383.9  3742916.4  0  0
RE DISCCART  451365.7  3742933.5  0  0
RE DISCCART  451347.5  3742950.7  0  0
RE DISCCART  451329.3  3742967.9  0  0
RE DISCCART  451311.1  3742985.0  0  0
RE DISCCART  451306.5  3742989.4  0  0
RE DISCCART  451294.8  3743003.9  0  0
RE DISCCART  451279.0  3743023.3  0  0
RE DISCCART  451263.3  3743042.7  0  0
RE DISCCART  451247.5  3743062.1  0  0
RE DISCCART  451231.8  3743081.5  0  0
RE DISCCART  451216.0  3743100.9  0  0
RE DISCCART  451200.3  3743120.3  0  0
RE DISCCART  451184.5  3743139.8  0  0
RE DISCCART  451168.8  3743159.2  0  0
RE DISCCART  451153.0  3743178.6  0  0
RE DISCCART  451137.3  3743198.0  0  0
RE DISCCART  451121.5  3743217.4  0  0
RE DISCCART  451105.8  3743236.8  0  0
RE DISCCART  451090.0  3743256.2  0  0
RE DISCCART  451074.3  3743275.7  0  0
RE DISCCART  451058.5  3743295.1  0  0
RE DISCCART  451042.8  3743314.5  0  0
RE DISCCART  451027.0  3743333.9  0  0
RE DISCCART  451011.3  3743353.3  0  0
RE DISCCART  450995.5  3743372.7  0  0
RE DISCCART  450979.8  3743392.2  0  0
RE DISCCART  450964.0  3743411.6  0  0
RE DISCCART  450948.3  3743431.0  0  0
RE DISCCART  450942.4  3743438.2  0  0
RE DISCCART  450958.1  3743438.1  0  0
RE DISCCART  450983.1  3743437.9  0  0
RE DISCCART  451008.1  3743437.7  0  0
RE DISCCART  451033.1  3743437.5  0  0
RE DISCCART  451058.1  3743437.3  0  0
RE DISCCART  451083.1  3743437.1  0  0
RE DISCCART  451108.1  3743436.8  0  0
RE DISCCART  451133.1  3743436.6  0  0
RE DISCCART  451158.1  3743436.4  0  0
RE DISCCART  451183.1  3743436.2  0  0
RE DISCCART  451208.1  3743436.0  0  0
RE DISCCART  451233.1  3743435.8  0  0
RE DISCCART  451258.1  3743435.6  0  0
RE DISCCART  451283.1  3743435.4  0  0
RE DISCCART  451308.1  3743435.2  0  0
RE DISCCART  451333.1  3743435.0  0  0
RE DISCCART  451358.1  3743434.8  0  0
RE DISCCART  451383.1  3743434.6  0  0
RE DISCCART  451408.1  3743434.4  0  0
RE DISCCART  451433.1  3743434.2  0  0
RE DISCCART  451458.1  3743434.0  0  0
RE DISCCART  451483.1  3743433.8  0  0
RE DISCCART  451508.1  3743433.6  0  0
RE DISCCART  451533.1  3743433.4  0  0
RE DISCCART  451558.1  3743433.2  0  0
RE DISCCART  451583.1  3743433.0  0  0
RE DISCCART  451608.1  3743432.8  0  0
RE DISCCART  451633.1  3743432.6  0  0
RE DISCCART  451658.1  3743432.4  0  0
RE DISCCART  451683.1  3743432.1  0  0
RE DISCCART  451708.1  3743431.9  0  0
RE DISCCART  451733.1  3743431.7  0  0
RE DISCCART  451758.1  3743431.5  0  0
RE DISCCART  451783.1  3743431.3  0  0
RE DISCCART  451808.1  3743431.1  0  0
RE DISCCART  451833.1  3743430.9  0  0
RE DISCCART  451858.1  3743430.7  0  0
RE DISCCART  451883.1  3743430.5  0  0
RE DISCCART  451908.1  3743430.3  0  0
RE DISCCART  451933.1  3743430.1  0  0
RE DISCCART  451958.1  3743429.9  0  0
RE DISCCART  451983.1  3743429.7  0  0
RE DISCCART  452008.1  3743429.5  0  0
RE DISCCART  452033.1  3743429.3  0  0
RE DISCCART  452058.1  3743429.1  0  0
RE DISCCART  452083.1  3743428.9  0  0
RE DISCCART  452108.1  3743428.7  0  0
RE DISCCART  452133.1  3743428.5  0  0
RE DISCCART  452158.1  3743428.3  0  0
RE DISCCART  452183.1  3743428.1  0  0
RE DISCCART  452208.1  3743427.9  0  0
RE DISCCART  452233.1  3743427.7  0  0
RE DISCCART  452258.1  3743427.5  0  0
RE DISCCART  452283.1  3743427.2  0  0
```

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RE DISCCART  452308.1  3743427.0  0  0
RE DISCCART  452333.1  3743426.8  0  0
RE DISCCART  452358.1  3743426.6  0  0
RE DISCCART  452362.1  3743426.6  0  0
RE DISCCART  452360.4  3743423.3  0  0
RE DISCCART  452372.4  3743410.9  0  0
RE DISCCART  452389.7  3743392.9  0  0
RE DISCCART  452407.1  3743374.9  0  0
RE DISCCART  452424.5  3743356.9  0  0
RE DISCCART  452441.8  3743339.0  0  0
RE DISCCART  452459.2  3743321.0  0  0
RE DISCCART  452476.6  3743303.0  0  0
RE DISCCART  452493.9  3743285.0  0  0
RE DISCCART  452511.3  3743267.0  0  0
RE DISCCART  452528.7  3743249.0  0  0
RE DISCCART  452546.0  3743231.0  0  0
** BOUNDARY  200M
RE DISCCART  452719.5  3743202.2  0  0
RE DISCCART  452628.7  3743160.4  0  0
RE DISCCART  452537.8  3743118.6  0  0
RE DISCCART  452447.0  3743076.8  0  0
RE DISCCART  452356.1  3743035.0  0  0
RE DISCCART  452265.3  3742993.2  0  0
RE DISCCART  452174.4  3742951.5  0  0
RE DISCCART  452083.6  3742909.7  0  0
RE DISCCART  451992.7  3742867.9  0  0
RE DISCCART  451901.9  3742826.1  0  0
RE DISCCART  451811.0  3742784.3  0  0
RE DISCCART  451720.2  3742742.5  0  0
RE DISCCART  451629.3  3742700.7  0  0
RE DISCCART  451538.5  3742658.9  0  0
RE DISCCART  451494.3  3742638.6  0  0
RE DISCCART  451460.5  3742677.3  0  0
RE DISCCART  451394.8  3742752.7  0  0
RE DISCCART  451329.1  3742828.1  0  0
RE DISCCART  451263.4  3742903.5  0  0
RE DISCCART  451197.7  3742978.9  0  0
RE DISCCART  451132.0  3743054.2  0  0
RE DISCCART  451066.3  3743129.6  0  0
RE DISCCART  451000.6  3743205.0  0  0
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RE DISCCART  450950.3  3743543.9  0  0
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RE DISCCART  451350.3  3743539.9  0  0
RE DISCCART  451450.3  3743538.9  0  0
RE DISCCART  451550.3  3743537.9  0  0
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RE DISCCART  451750.3  3743536.0  0  0
RE DISCCART  451850.3  3743535.0  0  0
RE DISCCART  451950.3  3743534.0  0  0
RE DISCCART  452050.3  3743533.0  0  0
RE DISCCART  452150.3  3743532.0  0  0
RE DISCCART  452250.3  3743531.0  0  0
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RE DISCCART  452395.3  3743529.6  0  0
RE DISCCART  452433.5  3743491.4  0  0
RE DISCCART  452434.2  3743490.7  0  0
RE DISCCART  452504.5  3743419.6  0  0
RE DISCCART  452574.8  3743348.5  0  0
RE DISCCART  452645.1  3743277.4  0  0
RE DISCCART  452715.4  3743206.3  0  0
** BOUNDARY  500M
RE DISCCART  453238.9  3743099.6  0  0
RE DISCCART  453170.5  3743068.7  0  0
RE DISCCART  453102.2  3743037.9  0  0
RE DISCCART  453033.8  3743007.0  0  0
RE DISCCART  452965.5  3742976.2  0  0
RE DISCCART  452897.1  3742945.3  0  0
RE DISCCART  452828.7  3742914.5  0  0
RE DISCCART  452760.4  3742883.6  0  0
RE DISCCART  452692.0  3742852.8  0  0
RE DISCCART  452623.6  3742821.9  0  0
RE DISCCART  452555.3  3742791.1  0  0
RE DISCCART  452486.9  3742760.2  0  0
RE DISCCART  452418.6  3742729.4  0  0
RE DISCCART  452350.2  3742698.5  0  0
RE DISCCART  452281.8  3742667.7  0  0
RE DISCCART  452213.5  3742636.8  0  0
RE DISCCART  452145.1  3742606.0  0  0
RE DISCCART  452076.8  3742575.1  0  0
RE DISCCART  452008.4  3742544.3  0  0
RE DISCCART  451940.0  3742513.4  0  0
RE DISCCART  451871.7  3742482.6  0  0
RE DISCCART  451803.3  3742451.7  0  0
```

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RE DISCCART  451735.0  3742420.9  0  0
RE DISCCART  451666.6  3742390.0  0  0
RE DISCCART  451598.2  3742359.2  0  0
RE DISCCART  451529.9  3742328.3  0  0
RE DISCCART  451461.5  3742297.5  0  0
RE DISCCART  451393.1  3742266.6  0  0
RE DISCCART  451360.5  3742251.9  0  0
RE DISCCART  451336.9  3742283.2  0  0
RE DISCCART  451291.8  3742343.1  0  0
RE DISCCART  451246.7  3742403.0  0  0
RE DISCCART  451201.6  3742462.9  0  0
RE DISCCART  451156.5  3742522.8  0  0
RE DISCCART  451111.3  3742582.7  0  0
RE DISCCART  451066.2  3742642.7  0  0
RE DISCCART  451021.1  3742702.6  0  0
RE DISCCART  450976.0  3742762.5  0  0
RE DISCCART  450930.9  3742822.4  0  0
RE DISCCART  450885.7  3742882.3  0  0
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RE DISCCART  450795.5  3743002.1  0  0
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RE DISCCART  450569.9  3743301.7  0  0
RE DISCCART  450524.8  3743361.6  0  0
RE DISCCART  450479.7  3743421.5  0  0
RE DISCCART  450434.5  3743481.4  0  0
RE DISCCART  450389.4  3743541.3  0  0
RE DISCCART  450344.3  3743601.2  0  0
RE DISCCART  450299.2  3743661.1  0  0
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RE DISCCART  450163.8  3743840.9  0  0
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RE DISCCART  450286.9  3743852.3  0  0
RE DISCCART  450361.9  3743851.1  0  0
RE DISCCART  450436.8  3743850.0  0  0
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RE DISCCART  450586.8  3743847.7  0  0
RE DISCCART  450661.8  3743846.5  0  0
RE DISCCART  450736.8  3743845.4  0  0
RE DISCCART  450811.8  3743844.2  0  0
RE DISCCART  450886.8  3743843.1  0  0
RE DISCCART  450961.8  3743841.9  0  0
RE DISCCART  451036.8  3743840.8  0  0
RE DISCCART  451111.8  3743839.7  0  0
RE DISCCART  451186.8  3743838.5  0  0
RE DISCCART  451261.7  3743837.4  0  0
RE DISCCART  451336.7  3743836.2  0  0
RE DISCCART  451411.7  3743835.1  0  0
RE DISCCART  451486.7  3743833.9  0  0
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RE DISCCART  451636.7  3743831.6  0  0
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RE DISCCART  451786.7  3743829.3  0  0
RE DISCCART  451861.7  3743828.2  0  0
RE DISCCART  451936.7  3743827.0  0  0
RE DISCCART  452011.7  3743825.9  0  0
RE DISCCART  452086.6  3743824.7  0  0
RE DISCCART  452161.6  3743823.6  0  0
RE DISCCART  452236.6  3743822.5  0  0
RE DISCCART  452311.6  3743821.3  0  0
RE DISCCART  452386.6  3743820.2  0  0
RE DISCCART  452461.6  3743819.0  0  0
RE DISCCART  452536.6  3743817.9  0  0
RE DISCCART  452540.8  3743817.8  0  0
RE DISCCART  452590.1  3743767.0  0  0
RE DISCCART  452642.4  3743713.3  0  0
RE DISCCART  452694.7  3743659.5  0  0
RE DISCCART  452747.0  3743605.7  0  0
RE DISCCART  452799.2  3743551.9  0  0
RE DISCCART  452851.5  3743498.1  0  0
RE DISCCART  452903.8  3743444.4  0  0
RE DISCCART  452956.1  3743390.6  0  0
RE DISCCART  453008.3  3743336.8  0  0
RE DISCCART  453060.6  3743283.0  0  0
RE DISCCART  453112.9  3743229.2  0  0
RE DISCCART  453165.2  3743175.5  0  0
RE DISCCART  453217.4  3743121.7  0  0
RE FINISHED

ME STARTING
ME SURFFILE  "C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Latitude Corona\4-23-21\AERMOD\ELSI8.SFC"
** SURFFILE  "C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Latitude Corona\4-23-21\AERMOD\ELSI8.SFC"
ME PROFFILE  "C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Latitude Corona\4-23-21\AERMOD\ELSI8.PFL"
** PROFFILE  "C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Latitude Corona\4-23-21\AERMOD\ELSI8.PFL"
ME SURFDATA  0 2008
ME UAIRDATA  3190 2008
ME SITEDATA  00099999 2008
ME PROFBASE  0  METERS
```

```
ME STARTEND  2012  1  1  1  2012  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  1  FIRST
OU FILEFORM  FIX
OU PLOTFILE  1  ALL  FIRST  ALL`1`FIRST.plt  10000
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************


** AMPTYPE
** AMPDATUM  -1
** AMPZONE  -1
** AMPHEMISPHERE

** PROJECTIONWKT
PROJCS["UTM_6326_Zone11",GEOGCS["WGS_84",DATUM["World_Geodetic_System_1984",SPHEROID["WGS_1984",6378137,298.257223563],TOWGS84[0,0,0,0,0,0,0]],PRIMEM["G
reenwich",0],UNIT["Degree",0.0174532925199433]],PROJECTION["Universal_Transverse_Mercator"],PARAMETER["Zone",11],UNIT["Meter",1,AUTHORITY["EPSG","9001"]
]]
** PROJECTION  UTM
** DATUM  WGE
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE UserDefined
** AERMODEXE  AERMOD_BREEZE_19191_64.EXE
** AERMAPEXE  AERMAP_EPA_18081_64.EXE


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

 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                              ***        18:47:52
                                                                                                                PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                          ***     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 RURAL Dispersion Only.

 **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.

 **Other Options Specified:
        TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  NOX

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

 **This Run Includes:      1 Source(s);       1 Source Group(s); and     888 Receptor(s)

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

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

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

 **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) =     0.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.6 MB of RAM.

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

 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                    ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                         ***        18:47:52
                                                                                                                            PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                                *** AREAPOLY SOURCE DATA ***

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

 JUVEM000         0   0.32900E-07  451194.7 3743326.2     0.0     3.00      12         1.00     NO
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                    ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                         ***        18:47:52
                                                                                                                            PAGE   3
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                           *** SOURCE IDs DEFINING SOURCE GROUPS ***

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


  ALL        JUVEM000    ,
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                    ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                         ***        18:47:52
                                                                                                                            PAGE   4
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                       *** GRIDDED RECEPTOR NETWORK SUMMARY ***

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

       450567.8,  450689.3,  450810.8,  450932.3,  451053.8,  451175.3,  451296.8,  451418.3,  451539.8,  451661.3,
       451782.8,  451904.3,  452025.8,  452147.3,  452268.8,  452390.3,  452511.8,  452633.3,  452754.8,  452876.3,
       452997.8,

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

      3744266.3, 3744147.0, 3744027.7, 3743908.4, 3743789.1, 3743669.8, 3743550.5, 3743431.2, 3743311.9, 3743192.6,
      3743073.3, 3742954.0, 3742834.7, 3742715.4, 3742596.1, 3742476.8, 3742357.5, 3742238.2, 3742118.9, 3741999.6,
      3741880.3,
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                    ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                         ***        18:47:52
                                                                                                                            PAGE   5
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                            * ELEVATION HEIGHTS IN METERS *

    Y-COORD  |                                          X-COORD (METERS)
    (METERS) |     450567.80    450689.30    450810.80    450932.30    451053.80    451175.30    451296.80    451418.30    451539.80
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

  3741880.30 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3741999.60 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742118.90 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742238.20 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742357.50 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742476.80 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742596.10 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742715.40 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
```

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450567.80 | 450689.30 | 450810.80 | 450932.30 | 451053.80 | 451175.30 | 451296.80 | 451418.30 | 451539.80 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 |

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

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

```
( 452418.6, 3743245.4,       0.0,       0.0,       0.0);         ( 452373.0, 3743225.0,       0.0,       0.0,       0.0);
( 452327.3, 3743204.5,       0.0,       0.0,       0.0);         ( 452281.7, 3743184.1,       0.0,       0.0,       0.0);
( 452236.1, 3743163.7,       0.0,       0.0,       0.0);         ( 452190.4, 3743143.3,       0.0,       0.0,       0.0);
( 452144.8, 3743122.8,       0.0,       0.0,       0.0);         ( 452099.1, 3743102.4,       0.0,       0.0,       0.0);
( 452053.5, 3743082.0,       0.0,       0.0,       0.0);         ( 452007.9, 3743061.5,       0.0,       0.0,       0.0);
( 451962.2, 3743041.1,       0.0,       0.0,       0.0);         ( 451916.6, 3743020.7,       0.0,       0.0,       0.0);
( 451871.0, 3743000.2,       0.0,       0.0,       0.0);         ( 451825.3, 3742979.8,       0.0,       0.0,       0.0);
( 451779.7, 3742959.4,       0.0,       0.0,       0.0);         ( 451734.1, 3742939.0,       0.0,       0.0,       0.0);
( 451688.4, 3742918.5,       0.0,       0.0,       0.0);         ( 451642.8, 3742898.1,       0.0,       0.0,       0.0);
( 451597.2, 3742877.7,       0.0,       0.0,       0.0);         ( 451594.1, 3742876.3,       0.0,       0.0,       0.0);
( 451559.4, 3742907.5,       0.0,       0.0,       0.0);         ( 451522.3, 3742941.0,       0.0,       0.0,       0.0);
( 451485.1, 3742974.4,       0.0,       0.0,       0.0);         ( 451447.9, 3743007.8,       0.0,       0.0,       0.0);
( 451411.2, 3743040.9,       0.0,       0.0,       0.0);         ( 451410.8, 3743041.3,       0.0,       0.0,       0.0);
( 451378.1, 3743079.1,       0.0,       0.0,       0.0);         ( 451345.3, 3743116.9,       0.0,       0.0,       0.0);
( 451312.6, 3743154.7,       0.0,       0.0,       0.0);         ( 451279.8, 3743192.5,       0.0,       0.0,       0.0);
( 451247.1, 3743230.3,       0.0,       0.0,       0.0);         ( 451214.3, 3743268.0,       0.0,       0.0,       0.0);
( 451181.6, 3743305.8,       0.0,       0.0,       0.0);         ( 451148.8, 3743343.6,       0.0,       0.0,       0.0);
( 451140.3, 3743353.4,       0.0,       0.0,       0.0);         ( 451177.3, 3743353.8,       0.0,       0.0,       0.0);
( 451227.3, 3743354.4,       0.0,       0.0,       0.0);         ( 451277.3, 3743354.9,       0.0,       0.0,       0.0);
( 451327.3, 3743355.5,       0.0,       0.0,       0.0);         ( 451377.3, 3743356.0,       0.0,       0.0,       0.0);
( 451427.3, 3743356.6,       0.0,       0.0,       0.0);         ( 451477.3, 3743357.1,       0.0,       0.0,       0.0);
( 451527.3, 3743357.7,       0.0,       0.0,       0.0);         ( 451577.3, 3743358.2,       0.0,       0.0,       0.0);
( 451594.1, 3743358.4,       0.0,       0.0,       0.0);         ( 451627.3, 3743358.1,       0.0,       0.0,       0.0);
( 451677.3, 3743357.7,       0.0,       0.0,       0.0);         ( 451727.3, 3743357.2,       0.0,       0.0,       0.0);
( 451777.3, 3743356.8,       0.0,       0.0,       0.0);         ( 451827.3, 3743356.3,       0.0,       0.0,       0.0);
( 451877.3, 3743355.9,       0.0,       0.0,       0.0);         ( 451927.3, 3743355.4,       0.0,       0.0,       0.0);
( 451977.3, 3743355.0,       0.0,       0.0,       0.0);         ( 452027.3, 3743354.5,       0.0,       0.0,       0.0);
( 452077.3, 3743354.1,       0.0,       0.0,       0.0);         ( 452127.3, 3743353.6,       0.0,       0.0,       0.0);
( 452177.3, 3743353.2,       0.0,       0.0,       0.0);         ( 452227.3, 3743352.7,       0.0,       0.0,       0.0);
( 452277.3, 3743352.3,       0.0,       0.0,       0.0);         ( 452327.3, 3743351.8,       0.0,       0.0,       0.0);
( 452328.8, 3743351.8,       0.0,       0.0,       0.0);         ( 452360.1, 3743314.8,       0.0,       0.0,       0.0);
( 452392.3, 3743276.6,       0.0,       0.0,       0.0);         ( 452466.8, 3743248.7,       0.0,       0.0,       0.0);
( 452421.4, 3743227.8,       0.0,       0.0,       0.0);         ( 452375.9, 3743207.0,       0.0,       0.0,       0.0);
( 452330.5, 3743186.1,       0.0,       0.0,       0.0);         ( 452285.0, 3743165.3,       0.0,       0.0,       0.0);
( 452239.6, 3743144.4,       0.0,       0.0,       0.0);         ( 452194.1, 3743123.6,       0.0,       0.0,       0.0);
( 452148.7, 3743102.7,       0.0,       0.0,       0.0);         ( 452103.3, 3743081.9,       0.0,       0.0,       0.0);
( 452057.8, 3743061.0,       0.0,       0.0,       0.0);         ( 452012.4, 3743040.2,       0.0,       0.0,       0.0);
( 451966.9, 3743019.3,       0.0,       0.0,       0.0);         ( 451921.5, 3742998.4,       0.0,       0.0,       0.0);
( 451876.0, 3742977.6,       0.0,       0.0,       0.0);         ( 451830.6, 3742956.7,       0.0,       0.0,       0.0);
( 451785.2, 3742935.9,       0.0,       0.0,       0.0);         ( 451739.7, 3742915.0,       0.0,       0.0,       0.0);
( 451694.3, 3742894.2,       0.0,       0.0,       0.0);         ( 451648.8, 3742873.3,       0.0,       0.0,       0.0);
( 451603.4, 3742852.5,       0.0,       0.0,       0.0);         ( 451575.8, 3742839.8,       0.0,       0.0,       0.0);
( 451561.8, 3742853.6,       0.0,       0.0,       0.0);         ( 451526.1, 3742888.6,       0.0,       0.0,       0.0);
( 451490.5, 3742923.7,       0.0,       0.0,       0.0);         ( 451454.8, 3742958.7,       0.0,       0.0,       0.0);
( 451419.1, 3742993.7,       0.0,       0.0,       0.0);         ( 451386.3, 3743026.0,       0.0,       0.0,       0.0);
```



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

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

```
( 451383.7, 3743029.0,       0.0,       0.0,       0.0);         ( 451350.8, 3743066.7,       0.0,       0.0,       0.0);
( 451317.9, 3743104.3,       0.0,       0.0,       0.0);         ( 451285.0, 3743142.0,       0.0,       0.0,       0.0);
( 451252.1, 3743179.6,       0.0,       0.0,       0.0);         ( 451219.2, 3743217.3,       0.0,       0.0,       0.0);
( 451186.3, 3743254.9,       0.0,       0.0,       0.0);         ( 451153.4, 3743292.6,       0.0,       0.0,       0.0);
( 451120.5, 3743330.3,       0.0,       0.0,       0.0);         ( 451087.7, 3743367.9,       0.0,       0.0,       0.0);
( 451077.1, 3743380.0,       0.0,       0.0,       0.0);         ( 451111.1, 3743380.2,       0.0,       0.0,       0.0);
( 451161.1, 3743380.4,       0.0,       0.0,       0.0);         ( 451211.1, 3743380.7,       0.0,       0.0,       0.0);
( 451261.1, 3743380.9,       0.0,       0.0,       0.0);         ( 451311.1, 3743381.2,       0.0,       0.0,       0.0);
( 451361.1, 3743381.4,       0.0,       0.0,       0.0);         ( 451411.1, 3743381.7,       0.0,       0.0,       0.0);
( 451461.1, 3743381.9,       0.0,       0.0,       0.0);         ( 451511.1, 3743382.2,       0.0,       0.0,       0.0);
( 451561.1, 3743382.5,       0.0,       0.0,       0.0);         ( 451611.1, 3743382.7,       0.0,       0.0,       0.0);
( 451661.1, 3743383.0,       0.0,       0.0,       0.0);         ( 451711.1, 3743383.2,       0.0,       0.0,       0.0);
( 451748.7, 3743383.4,       0.0,       0.0,       0.0);         ( 451761.1, 3743383.3,       0.0,       0.0,       0.0);
( 451811.0, 3743382.9,       0.0,       0.0,       0.0);         ( 451861.0, 3743382.4,       0.0,       0.0,       0.0);
( 451911.0, 3743382.0,       0.0,       0.0,       0.0);         ( 451961.0, 3743381.6,       0.0,       0.0,       0.0);
( 452011.0, 3743381.1,       0.0,       0.0,       0.0);         ( 452061.0, 3743380.7,       0.0,       0.0,       0.0);
( 452111.0, 3743380.3,       0.0,       0.0,       0.0);         ( 452161.0, 3743379.9,       0.0,       0.0,       0.0);
( 452211.0, 3743379.4,       0.0,       0.0,       0.0);         ( 452261.0, 3743379.0,       0.0,       0.0,       0.0);
( 452311.0, 3743378.6,       0.0,       0.0,       0.0);         ( 452330.5, 3743378.4,       0.0,       0.0,       0.0);
( 452352.6, 3743357.4,       0.0,       0.0,       0.0);         ( 452388.8, 3743322.9,       0.0,       0.0,       0.0);
( 452425.1, 3743288.4,       0.0,       0.0,       0.0);         ( 452461.3, 3743254.0,       0.0,       0.0,       0.0);
( 452548.2, 3743228.8,       0.0,       0.0,       0.0);         ( 452525.5, 3743218.4,       0.0,       0.0,       0.0);
( 452502.8, 3743207.9,       0.0,       0.0,       0.0);         ( 452480.1, 3743197.5,       0.0,       0.0,       0.0);
( 452457.3, 3743187.0,       0.0,       0.0,       0.0);         ( 452434.6, 3743176.6,       0.0,       0.0,       0.0);
( 452411.9, 3743166.2,       0.0,       0.0,       0.0);         ( 452389.2, 3743155.7,       0.0,       0.0,       0.0);
( 452366.5, 3743145.3,       0.0,       0.0,       0.0);         ( 452343.8, 3743134.8,       0.0,       0.0,       0.0);
( 452321.0, 3743124.4,       0.0,       0.0,       0.0);         ( 452298.3, 3743114.0,       0.0,       0.0,       0.0);
( 452275.6, 3743103.5,       0.0,       0.0,       0.0);         ( 452252.9, 3743093.1,       0.0,       0.0,       0.0);
( 452230.2, 3743082.6,       0.0,       0.0,       0.0);         ( 452207.5, 3743072.2,       0.0,       0.0,       0.0);
( 452184.7, 3743061.8,       0.0,       0.0,       0.0);         ( 452162.0, 3743051.3,       0.0,       0.0,       0.0);
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    ( 452139.3, 3743040.9,       0.0,       0.0,       0.0);         ( 452116.6, 3743030.4,       0.0,       0.0,       0.0);
    ( 452093.9, 3743020.0,       0.0,       0.0,       0.0);         ( 452071.2, 3743009.6,       0.0,       0.0,       0.0);
    ( 452048.5, 3742999.1,       0.0,       0.0,       0.0);         ( 452025.7, 3742988.7,       0.0,       0.0,       0.0);
    ( 452003.0, 3742978.2,       0.0,       0.0,       0.0);         ( 451980.3, 3742967.8,       0.0,       0.0,       0.0);
    ( 451957.6, 3742957.4,       0.0,       0.0,       0.0);         ( 451934.9, 3742946.9,       0.0,       0.0,       0.0);
    ( 451912.2, 3742936.5,       0.0,       0.0,       0.0);         ( 451889.4, 3742926.0,       0.0,       0.0,       0.0);
    ( 451866.7, 3742915.6,       0.0,       0.0,       0.0);         ( 451844.0, 3742905.2,       0.0,       0.0,       0.0);
    ( 451821.3, 3742894.7,       0.0,       0.0,       0.0);         ( 451798.6, 3742884.3,       0.0,       0.0,       0.0);
    ( 451775.9, 3742873.8,       0.0,       0.0,       0.0);         ( 451753.1, 3742863.4,       0.0,       0.0,       0.0);
    ( 451730.4, 3742853.0,       0.0,       0.0,       0.0);         ( 451707.7, 3742842.5,       0.0,       0.0,       0.0);
    ( 451685.0, 3742832.1,       0.0,       0.0,       0.0);         ( 451662.3, 3742821.6,       0.0,       0.0,       0.0);
    ( 451639.6, 3742811.2,       0.0,       0.0,       0.0);         ( 451616.8, 3742800.8,       0.0,       0.0,       0.0);
    ( 451594.1, 3742790.3,       0.0,       0.0,       0.0);         ( 451571.4, 3742779.9,       0.0,       0.0,       0.0);
    ( 451548.7, 3742769.5,       0.0,       0.0,       0.0);         ( 451542.5, 3742766.6,       0.0,       0.0,       0.0);
    ( 451529.3, 3742779.1,       0.0,       0.0,       0.0);         ( 451511.1, 3742796.2,       0.0,       0.0,       0.0);
*** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                        PAGE  13

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 451492.9, 3742813.4,       0.0,       0.0,       0.0);         ( 451474.7, 3742830.6,       0.0,       0.0,       0.0);
    ( 451456.6, 3742847.7,       0.0,       0.0,       0.0);         ( 451438.4, 3742864.9,       0.0,       0.0,       0.0);
    ( 451420.2, 3742882.0,       0.0,       0.0,       0.0);         ( 451402.0, 3742899.2,       0.0,       0.0,       0.0);
    ( 451383.9, 3742916.4,       0.0,       0.0,       0.0);         ( 451365.7, 3742933.5,       0.0,       0.0,       0.0);
    ( 451347.5, 3742950.7,       0.0,       0.0,       0.0);         ( 451329.3, 3742967.9,       0.0,       0.0,       0.0);
    ( 451311.1, 3742985.0,       0.0,       0.0,       0.0);         ( 451306.5, 3742989.4,       0.0,       0.0,       0.0);
    ( 451294.8, 3743003.9,       0.0,       0.0,       0.0);         ( 451279.0, 3743023.3,       0.0,       0.0,       0.0);
    ( 451263.3, 3743042.7,       0.0,       0.0,       0.0);         ( 451247.5, 3743062.1,       0.0,       0.0,       0.0);
    ( 451231.8, 3743081.5,       0.0,       0.0,       0.0);         ( 451216.0, 3743100.9,       0.0,       0.0,       0.0);
    ( 451200.3, 3743120.3,       0.0,       0.0,       0.0);         ( 451184.5, 3743139.8,       0.0,       0.0,       0.0);
    ( 451168.8, 3743159.2,       0.0,       0.0,       0.0);         ( 451153.0, 3743178.6,       0.0,       0.0,       0.0);
    ( 451137.3, 3743198.0,       0.0,       0.0,       0.0);         ( 451121.5, 3743217.4,       0.0,       0.0,       0.0);
    ( 451105.8, 3743236.8,       0.0,       0.0,       0.0);         ( 451090.0, 3743256.2,       0.0,       0.0,       0.0);
    ( 451074.3, 3743275.7,       0.0,       0.0,       0.0);         ( 451058.5, 3743295.1,       0.0,       0.0,       0.0);
    ( 451042.8, 3743314.5,       0.0,       0.0,       0.0);         ( 451027.0, 3743333.9,       0.0,       0.0,       0.0);
    ( 451011.3, 3743353.3,       0.0,       0.0,       0.0);         ( 450995.5, 3743372.7,       0.0,       0.0,       0.0);
    ( 450979.8, 3743392.2,       0.0,       0.0,       0.0);         ( 450964.0, 3743411.6,       0.0,       0.0,       0.0);
    ( 450948.3, 3743431.0,       0.0,       0.0,       0.0);         ( 450942.4, 3743438.2,       0.0,       0.0,       0.0);
    ( 450958.1, 3743438.1,       0.0,       0.0,       0.0);         ( 450983.1, 3743437.9,       0.0,       0.0,       0.0);
    ( 451008.1, 3743437.7,       0.0,       0.0,       0.0);         ( 451033.1, 3743437.5,       0.0,       0.0,       0.0);
    ( 451058.1, 3743437.3,       0.0,       0.0,       0.0);         ( 451083.1, 3743437.1,       0.0,       0.0,       0.0);
    ( 451108.1, 3743436.8,       0.0,       0.0,       0.0);         ( 451133.1, 3743436.6,       0.0,       0.0,       0.0);
    ( 451158.1, 3743436.4,       0.0,       0.0,       0.0);         ( 451183.1, 3743436.2,       0.0,       0.0,       0.0);
    ( 451208.1, 3743436.0,       0.0,       0.0,       0.0);         ( 451233.1, 3743435.8,       0.0,       0.0,       0.0);
    ( 451258.1, 3743435.6,       0.0,       0.0,       0.0);         ( 451283.1, 3743435.4,       0.0,       0.0,       0.0);
    ( 451308.1, 3743435.2,       0.0,       0.0,       0.0);         ( 451333.1, 3743435.0,       0.0,       0.0,       0.0);
    ( 451358.1, 3743434.8,       0.0,       0.0,       0.0);         ( 451383.1, 3743434.6,       0.0,       0.0,       0.0);
    ( 451408.1, 3743434.4,       0.0,       0.0,       0.0);         ( 451433.1, 3743434.2,       0.0,       0.0,       0.0);
    ( 451458.1, 3743434.0,       0.0,       0.0,       0.0);         ( 451483.1, 3743433.8,       0.0,       0.0,       0.0);
    ( 451508.1, 3743433.6,       0.0,       0.0,       0.0);         ( 451533.1, 3743433.4,       0.0,       0.0,       0.0);
    ( 451558.1, 3743433.2,       0.0,       0.0,       0.0);         ( 451583.1, 3743433.0,       0.0,       0.0,       0.0);
    ( 451608.1, 3743432.8,       0.0,       0.0,       0.0);         ( 451633.1, 3743432.6,       0.0,       0.0,       0.0);
    ( 451658.1, 3743432.4,       0.0,       0.0,       0.0);         ( 451683.1, 3743432.1,       0.0,       0.0,       0.0);
    ( 451708.1, 3743431.9,       0.0,       0.0,       0.0);         ( 451733.1, 3743431.7,       0.0,       0.0,       0.0);
    ( 451758.1, 3743431.5,       0.0,       0.0,       0.0);         ( 451783.1, 3743431.3,       0.0,       0.0,       0.0);
    ( 451808.1, 3743431.1,       0.0,       0.0,       0.0);         ( 451833.1, 3743430.9,       0.0,       0.0,       0.0);
    ( 451858.1, 3743430.7,       0.0,       0.0,       0.0);         ( 451883.1, 3743430.5,       0.0,       0.0,       0.0);
    ( 451908.1, 3743430.3,       0.0,       0.0,       0.0);         ( 451933.1, 3743430.1,       0.0,       0.0,       0.0);
    ( 451958.1, 3743429.9,       0.0,       0.0,       0.0);         ( 451983.1, 3743429.7,       0.0,       0.0,       0.0);
    ( 452008.1, 3743429.5,       0.0,       0.0,       0.0);         ( 452033.1, 3743429.3,       0.0,       0.0,       0.0);
    ( 452058.1, 3743429.1,       0.0,       0.0,       0.0);         ( 452083.1, 3743428.9,       0.0,       0.0,       0.0);
    ( 452108.1, 3743428.7,       0.0,       0.0,       0.0);         ( 452133.1, 3743428.5,       0.0,       0.0,       0.0);
    ( 452158.1, 3743428.3,       0.0,       0.0,       0.0);         ( 452183.1, 3743428.1,       0.0,       0.0,       0.0);
    ( 452208.1, 3743427.9,       0.0,       0.0,       0.0);         ( 452233.1, 3743427.7,       0.0,       0.0,       0.0);
    ( 452258.1, 3743427.5,       0.0,       0.0,       0.0);         ( 452283.1, 3743427.2,       0.0,       0.0,       0.0);
*** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                        PAGE  14

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 452308.1, 3743427.0,       0.0,       0.0,       0.0);         ( 452333.1, 3743426.8,       0.0,       0.0,       0.0);
    ( 452358.1, 3743426.6,       0.0,       0.0,       0.0);         ( 452362.1, 3743426.6,       0.0,       0.0,       0.0);
    ( 452360.4, 3743423.3,       0.0,       0.0,       0.0);         ( 452372.4, 3743410.9,       0.0,       0.0,       0.0);
    ( 452389.7, 3743392.9,       0.0,       0.0,       0.0);         ( 452407.1, 3743374.9,       0.0,       0.0,       0.0);
    ( 452424.5, 3743356.9,       0.0,       0.0,       0.0);         ( 452441.8, 3743339.0,       0.0,       0.0,       0.0);
    ( 452459.2, 3743321.0,       0.0,       0.0,       0.0);         ( 452476.6, 3743303.0,       0.0,       0.0,       0.0);
    ( 452493.9, 3743285.0,       0.0,       0.0,       0.0);         ( 452511.3, 3743267.0,       0.0,       0.0,       0.0);
    ( 452528.7, 3743249.0,       0.0,       0.0,       0.0);         ( 452546.0, 3743231.0,       0.0,       0.0,       0.0);
    ( 452719.5, 3743202.2,       0.0,       0.0,       0.0);         ( 452628.7, 3743160.4,       0.0,       0.0,       0.0);
    ( 452537.8, 3743118.6,       0.0,       0.0,       0.0);         ( 452447.0, 3743076.8,       0.0,       0.0,       0.0);
    ( 452356.1, 3743035.0,       0.0,       0.0,       0.0);         ( 452265.3, 3742993.2,       0.0,       0.0,       0.0);
    ( 452174.4, 3742951.5,       0.0,       0.0,       0.0);         ( 452083.6, 3742909.7,       0.0,       0.0,       0.0);
    ( 451992.7, 3742867.9,       0.0,       0.0,       0.0);         ( 451901.9, 3742826.1,       0.0,       0.0,       0.0);
    ( 451811.0, 3742784.3,       0.0,       0.0,       0.0);         ( 451720.2, 3742742.5,       0.0,       0.0,       0.0);
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    ( 451629.3, 3742700.7,       0.0,       0.0,       0.0);         ( 451538.5, 3742658.9,       0.0,       0.0,       0.0);
    ( 451494.3, 3742638.6,       0.0,       0.0,       0.0);         ( 451460.5, 3742677.3,       0.0,       0.0,       0.0);
    ( 451394.8, 3742752.7,       0.0,       0.0,       0.0);         ( 451329.1, 3742828.1,       0.0,       0.0,       0.0);
    ( 451263.4, 3742903.5,       0.0,       0.0,       0.0);         ( 451197.7, 3742978.9,       0.0,       0.0,       0.0);
    ( 451132.0, 3743054.2,       0.0,       0.0,       0.0);         ( 451066.3, 3743129.6,       0.0,       0.0,       0.0);
    ( 451000.6, 3743205.0,       0.0,       0.0,       0.0);         ( 450934.9, 3743280.4,       0.0,       0.0,       0.0);
    ( 450869.2, 3743355.8,       0.0,       0.0,       0.0);         ( 450803.5, 3743431.2,       0.0,       0.0,       0.0);
    ( 450737.8, 3743506.5,       0.0,       0.0,       0.0);         ( 450703.1, 3743546.3,       0.0,       0.0,       0.0);
    ( 450750.4, 3743545.8,       0.0,       0.0,       0.0);         ( 450850.4, 3743544.8,       0.0,       0.0,       0.0);
    ( 450950.3, 3743543.9,       0.0,       0.0,       0.0);         ( 451050.3, 3743542.9,       0.0,       0.0,       0.0);
    ( 451150.3, 3743541.9,       0.0,       0.0,       0.0);         ( 451250.3, 3743540.9,       0.0,       0.0,       0.0);
    ( 451350.3, 3743539.9,       0.0,       0.0,       0.0);         ( 451450.3, 3743538.9,       0.0,       0.0,       0.0);
    ( 451550.3, 3743537.9,       0.0,       0.0,       0.0);         ( 451650.3, 3743537.0,       0.0,       0.0,       0.0);
    ( 451750.3, 3743536.0,       0.0,       0.0,       0.0);         ( 451850.3, 3743535.0,       0.0,       0.0,       0.0);
    ( 451950.3, 3743534.0,       0.0,       0.0,       0.0);         ( 452050.3, 3743533.0,       0.0,       0.0,       0.0);
    ( 452150.3, 3743532.0,       0.0,       0.0,       0.0);         ( 452250.3, 3743531.0,       0.0,       0.0,       0.0);
    ( 452350.3, 3743530.0,       0.0,       0.0,       0.0);         ( 452395.3, 3743529.6,       0.0,       0.0,       0.0);
    ( 452433.5, 3743491.4,       0.0,       0.0,       0.0);         ( 452434.2, 3743490.7,       0.0,       0.0,       0.0);
    ( 452504.5, 3743419.6,       0.0,       0.0,       0.0);         ( 452574.8, 3743348.5,       0.0,       0.0,       0.0);
    ( 452645.1, 3743277.4,       0.0,       0.0,       0.0);         ( 452715.4, 3743206.3,       0.0,       0.0,       0.0);
    ( 453238.9, 3743099.6,       0.0,       0.0,       0.0);         ( 453170.5, 3743068.7,       0.0,       0.0,       0.0);
    ( 453102.2, 3743037.9,       0.0,       0.0,       0.0);         ( 453033.8, 3743007.0,       0.0,       0.0,       0.0);
    ( 452965.5, 3742976.2,       0.0,       0.0,       0.0);         ( 452897.1, 3742945.3,       0.0,       0.0,       0.0);
    ( 452828.7, 3742914.5,       0.0,       0.0,       0.0);         ( 452760.4, 3742883.6,       0.0,       0.0,       0.0);
    ( 452692.0, 3742852.8,       0.0,       0.0,       0.0);         ( 452623.6, 3742821.9,       0.0,       0.0,       0.0);
    ( 452555.3, 3742791.1,       0.0,       0.0,       0.0);         ( 452486.9, 3742760.2,       0.0,       0.0,       0.0);
    ( 452418.6, 3742729.4,       0.0,       0.0,       0.0);         ( 452350.2, 3742698.5,       0.0,       0.0,       0.0);
    ( 452281.8, 3742667.7,       0.0,       0.0,       0.0);         ( 452213.5, 3742636.8,       0.0,       0.0,       0.0);
    ( 452145.1, 3742606.0,       0.0,       0.0,       0.0);         ( 452076.8, 3742575.1,       0.0,       0.0,       0.0);
    ( 452008.4, 3742544.3,       0.0,       0.0,       0.0);         ( 451940.0, 3742513.4,       0.0,       0.0,       0.0);
    ( 451871.7, 3742482.6,       0.0,       0.0,       0.0);         ( 451803.3, 3742451.7,       0.0,       0.0,       0.0);
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 451735.0, 3742420.9,       0.0,       0.0,       0.0);         ( 451666.6, 3742390.0,       0.0,       0.0,       0.0);
    ( 451598.2, 3742359.2,       0.0,       0.0,       0.0);         ( 451529.9, 3742328.3,       0.0,       0.0,       0.0);
    ( 451461.5, 3742297.5,       0.0,       0.0,       0.0);         ( 451393.1, 3742266.6,       0.0,       0.0,       0.0);
    ( 451360.5, 3742251.9,       0.0,       0.0,       0.0);         ( 451336.9, 3742283.2,       0.0,       0.0,       0.0);
    ( 451291.8, 3742343.1,       0.0,       0.0,       0.0);         ( 451246.7, 3742403.0,       0.0,       0.0,       0.0);
    ( 451201.6, 3742462.9,       0.0,       0.0,       0.0);         ( 451156.5, 3742522.8,       0.0,       0.0,       0.0);
    ( 451111.3, 3742582.7,       0.0,       0.0,       0.0);         ( 451066.2, 3742642.7,       0.0,       0.0,       0.0);
    ( 451021.1, 3742702.6,       0.0,       0.0,       0.0);         ( 450976.0, 3742762.5,       0.0,       0.0,       0.0);
    ( 450930.9, 3742822.4,       0.0,       0.0,       0.0);         ( 450885.7, 3742882.3,       0.0,       0.0,       0.0);
    ( 450840.6, 3742942.2,       0.0,       0.0,       0.0);         ( 450795.5, 3743002.1,       0.0,       0.0,       0.0);
    ( 450750.4, 3743062.0,       0.0,       0.0,       0.0);         ( 450705.3, 3743121.9,       0.0,       0.0,       0.0);
    ( 450660.1, 3743181.8,       0.0,       0.0,       0.0);         ( 450615.0, 3743241.8,       0.0,       0.0,       0.0);
    ( 450569.9, 3743301.7,       0.0,       0.0,       0.0);         ( 450524.8, 3743361.6,       0.0,       0.0,       0.0);
    ( 450479.7, 3743421.5,       0.0,       0.0,       0.0);         ( 450434.5, 3743481.4,       0.0,       0.0,       0.0);
    ( 450389.4, 3743541.3,       0.0,       0.0,       0.0);         ( 450344.3, 3743601.2,       0.0,       0.0,       0.0);
    ( 450299.2, 3743661.1,       0.0,       0.0,       0.0);         ( 450254.1, 3743721.0,       0.0,       0.0,       0.0);
    ( 450208.9, 3743781.0,       0.0,       0.0,       0.0);         ( 450163.8, 3743840.9,       0.0,       0.0,       0.0);
    ( 450153.7, 3743854.3,       0.0,       0.0,       0.0);         ( 450211.9, 3743853.4,       0.0,       0.0,       0.0);
    ( 450286.9, 3743852.3,       0.0,       0.0,       0.0);         ( 450361.9, 3743851.1,       0.0,       0.0,       0.0);
    ( 450436.8, 3743850.0,       0.0,       0.0,       0.0);         ( 450511.8, 3743848.8,       0.0,       0.0,       0.0);
    ( 450586.8, 3743847.7,       0.0,       0.0,       0.0);         ( 450661.8, 3743846.5,       0.0,       0.0,       0.0);
    ( 450736.8, 3743845.4,       0.0,       0.0,       0.0);         ( 450811.8, 3743844.2,       0.0,       0.0,       0.0);
    ( 450886.8, 3743843.1,       0.0,       0.0,       0.0);         ( 450961.8, 3743841.9,       0.0,       0.0,       0.0);
    ( 451036.8, 3743840.8,       0.0,       0.0,       0.0);         ( 451111.8, 3743839.7,       0.0,       0.0,       0.0);
    ( 451186.8, 3743838.5,       0.0,       0.0,       0.0);         ( 451261.7, 3743837.4,       0.0,       0.0,       0.0);
    ( 451336.7, 3743836.2,       0.0,       0.0,       0.0);         ( 451411.7, 3743835.1,       0.0,       0.0,       0.0);
    ( 451486.7, 3743833.9,       0.0,       0.0,       0.0);         ( 451561.7, 3743832.8,       0.0,       0.0,       0.0);
    ( 451636.7, 3743831.6,       0.0,       0.0,       0.0);         ( 451711.7, 3743830.5,       0.0,       0.0,       0.0);
    ( 451786.7, 3743829.3,       0.0,       0.0,       0.0);         ( 451861.7, 3743828.2,       0.0,       0.0,       0.0);
    ( 451936.7, 3743827.0,       0.0,       0.0,       0.0);         ( 452011.7, 3743825.9,       0.0,       0.0,       0.0);
    ( 452086.6, 3743824.7,       0.0,       0.0,       0.0);         ( 452161.6, 3743823.6,       0.0,       0.0,       0.0);
    ( 452236.6, 3743822.5,       0.0,       0.0,       0.0);         ( 452311.6, 3743821.3,       0.0,       0.0,       0.0);
    ( 452386.6, 3743820.2,       0.0,       0.0,       0.0);         ( 452461.6, 3743819.0,       0.0,       0.0,       0.0);
    ( 452536.6, 3743817.9,       0.0,       0.0,       0.0);         ( 452540.8, 3743817.8,       0.0,       0.0,       0.0);
    ( 452590.1, 3743767.0,       0.0,       0.0,       0.0);         ( 452642.4, 3743713.3,       0.0,       0.0,       0.0);
    ( 452694.7, 3743659.5,       0.0,       0.0,       0.0);         ( 452747.0, 3743605.7,       0.0,       0.0,       0.0);
    ( 452799.2, 3743551.9,       0.0,       0.0,       0.0);         ( 452851.5, 3743498.1,       0.0,       0.0,       0.0);
    ( 452903.8, 3743444.4,       0.0,       0.0,       0.0);         ( 452956.1, 3743390.6,       0.0,       0.0,       0.0);
    ( 453008.3, 3743336.8,       0.0,       0.0,       0.0);         ( 453060.6, 3743283.0,       0.0,       0.0,       0.0);
    ( 453112.9, 3743229.2,       0.0,       0.0,       0.0);         ( 453165.2, 3743175.5,       0.0,       0.0,       0.0);
    ( 453217.4, 3743121.7,       0.0,       0.0,       0.0);
```



```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                *** 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

          METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2012   1  1  1
                                                AND END DATE: 2012  12 31 24

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


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

                                          1.54,   3.09,   5.14,   8.23,  10.80,
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                   ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                          ***        18:47:52
                                                                                                            PAGE  17
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

   Surface file:   C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Lati   Met Version:  14134
   Profile file:   C:\Users\ryan.DESKTOP-5P6B2VB\OneDrive\LDN One Drive 2\City of Corona\19-05 Lati
   Surface format: FREE
   Profile format: FREE
   Surface station no.:        0                  Upper air station no.:     3190
                 Name: UNKNOWN                                   Name: UNKNOWN
                 Year:   2008                                    Year:   2008

 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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 08 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 06 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 08 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.54  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 09   27.2 -9.000 -9.000 -9.000   60. -999. -99999.0  0.23   1.00   0.33  999.00  999.   -9.0  285.9    5.5
 08 01 01   1 10   74.6 -9.000 -9.000 -9.000  157. -999. -99999.0  0.23   1.00   0.25  999.00  999.   -9.0  288.1    5.5
 08 01 01   1 11  107.4 -9.000 -9.000 -9.000  375. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 12  122.7 -9.000 -9.000 -9.000  578. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 13  121.3 -9.000 -9.000 -9.000  714. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 14  102.1 -9.000 -9.000 -9.000  763. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  292.0    5.5
 08 01 01   1 15   65.8 -9.000 -9.000 -9.000  792. -999. -99999.0  0.23   1.00   0.27  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 16   16.0 -9.000 -9.000 -9.000  798. -999. -99999.0  0.23   1.00   0.36  999.00  999.   -9.0  290.4    5.5
 08 01 01   1 17 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.63  999.00  999.   -9.0  288.8    5.5
 08 01 01   1 18 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  287.5    5.5
 08 01 01   1 19 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  286.4    5.5
 08 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  285.4    5.5
 08 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 24 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  282.5    5.5


 First hour of profile data
 YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
 08 01 01 01    5.5 0 -999.  -99.00   284.3   99.0  -99.00  -99.00
 08 01 01 01    9.1 1 -999.  -99.00  -999.0   99.0  -99.00  -99.00

 F indicates top of profile (=1) or below (=0)
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                   ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                          ***        18:47:52
                                                                                                            PAGE  18
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                             *** THE   1ST HIGHEST  1-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                 INCLUDING SOURCE(S):     JUVEM000    ,

                                  *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

  Y-COORD  |                                            X-COORD (METERS)
  (METERS) |       450567.80              450689.30              450810.80              450932.30              451053.80
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

 3741880.3 |      2.88089 (12010920)      2.92489 (12101703)      2.93670 (12103103)      2.95298 (12103105)      2.94617 (12122121)
 3741999.6 |      3.10281 (12091706)      3.13412 (12010920)      3.17724 (12101703)      3.19039 (12103103)      3.18793 (12051705)
 3742118.9 |      3.33826 (12103004)      3.40120 (12091706)      3.43414 (12010920)      3.47451 (12120821)      3.47301 (12101402)
 3742238.2 |      3.60982 (12031001)      3.70104 (12112004)      3.77099 (12102906)      3.79975 (12112622)      3.82576 (12030603)
 3742357.5 |      3.89689 (12012019)      4.03668 (12110624)      4.14633 (12011102)      4.22427 (12102906)      4.25354 (12112622)
 3742476.8 |      4.22777 (12011905)      4.40852 (12100705)      4.56993 (12012019)      4.71585 (12123020)      4.79692 (12103004)
 3742596.1 |      4.57732 (12052302)      4.81481 (12112401)      5.04313 (12011905)      5.27640 (12100705)      5.47906 (12110624)
 3742715.4 |      4.91350 (12022207)      5.23495 (12010607)      5.55479 (12052302)      5.89940 (12112401)      6.22429 (12011905)
 3742834.7 |      5.24150 (12120924)      5.66790 (12030502)      6.09507 (12122122)      6.51773 (12022207)      6.99784 (12010607)
```

```
3742954.0 |      5.62149 (12010101)      6.10787 (12010101)      6.62473 (12052701)      7.21927 (12120924)      7.81209 (12030502)
3743073.3 |      5.92548 (12103005)      6.52267 (12103005)      7.14757 (12103005)      7.83673 (12110724)      8.77249 (12110724)
3743192.6 |      6.07870 (12100724)      6.78367 (12100724)      7.61409 (12100724)      8.59129 (12100724)      9.74809 (12100724)
3743311.9 |      6.13442 (12102421)      6.82673 (12102422)      7.69837 (12102422)      8.77977 (12102422)     10.25010 (12022302)
3743431.2 |      5.79706 (12101603)      6.32926 (12100424)      6.97196 (12040423)      7.57850 (12061002)      7.99158 (12122204)
3743550.5 |      5.28646 (12061002)      5.60244 (12060902)      5.95536 (12122204)      6.19247 (12060603)      6.24717 (12101705)
3743669.8 |      4.73359 (12122204)      4.95015 (12112121)      5.11981 (12011004)      5.21367 (12101705)      5.19937 (12041423)
3743789.1 |      4.25181 (12062604)      4.38328 (12121022)      4.47704 (12101705)      4.51556 (12062502)      4.49584 (12101606)
3743908.4 |      3.84194 (12063004)      3.92566 (12101705)      3.97207 (12062502)      3.99756 (12052924)      3.98349 (12042824)
3744027.7 |      3.49854 (12062504)      3.55210 (12030505)      3.59232 (12051124)      3.60389 (12100624)      3.59638 (12030522)
3744147.0 |      3.21264 (12030505)      3.25439 (12040405)      3.27730 (12060301)      3.28865 (12042824)      3.28689 (12121120)
3744266.3 |      2.96820 (12040405)      3.00180 (12070302)      3.02040 (12070103)      3.03164 (12030522)      3.03147 (12062324)
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                            PAGE  19

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST  1-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

  Y-COORD  |                                            X-COORD (METERS)
  (METERS) |       451175.30              451296.80              451418.30              451539.80              451661.30
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      2.93506 (12013001)      2.90849 (12110701)      2.89864 (12031002)      2.87982 (12031005)      2.85861 (12010122)
3741999.6 |      3.16327 (12112501)      3.14785 (12040324)      3.11908 (12042904)      3.09425 (12020322)      3.07340 (12010122)
3742118.9 |      3.45581 (12122121)      3.42025 (12100703)      3.38359 (12032104)      3.34847 (12020322)      3.32403 (12010122)
3742238.2 |      3.80496 (12103105)      3.75747 (12112501)      3.70341 (12110701)      3.65391 (12072904)      3.62093 (12010122)
3742357.5 |      4.24491 (12030603)      4.19417 (12090203)      4.10911 (12102804)      4.02994 (12112506)      3.97906 (12010122)
3742476.8 |      4.82864 (12112622)      4.77277 (12102724)      4.64439 (12112501)      4.50839 (12031002)      4.43811 (12011024)
3742596.1 |      5.60142 (12103004)      5.58814 (12112622)      5.41163 (12062405)      5.14819 (12122105)      5.02717 (12101602)
3742715.4 |      6.53819 (12012019)      6.74988 (12123020)      6.64253 (12112622)      6.10433 (12112501)      5.82446 (12102905)
3742834.7 |      7.56910 (12010506)      8.11644 (12011905)      8.57413 (12012019)      8.14403 (12091706)      7.07411 (12050901)
3742954.0 |      8.62833 (12030502)      9.44676 (12022207)     10.22717 (12052302)     10.35715 (12112401)      9.14229 (12012019)
3743073.3 |      9.76766 (12110724)     10.89639 (12010101)     11.20579 (12052701)     10.17836 (12120924)      9.14905 (12022207)
3743192.6 |     11.10168 (12041705)     11.91336 (12041705)     11.01387 (12110322)      9.98117 (12110322)      8.93007 (12103005)
3743311.9 |     11.81754 (12102901)     11.24737 (12102901)     10.43382 (12022302)      9.57232 (12022302)      8.60326 (12022302)
3743431.2 |      7.76399 (12063004)      7.23164 (12030505)      6.71624 (12070202)      6.38690 (12032102)      6.37073 (12062523)
3743550.5 |      6.08740 (12040405)      5.86593 (12060724)      5.66942 (12120921)      5.55312 (12062101)      5.57176 (12062523)
3743669.8 |      5.10645 (12070103)      4.99689 (12100823)      4.90220 (12041624)      4.85722 (12062101)      4.87358 (12120902)
3743789.1 |      4.44372 (12011501)      4.38400 (12101323)      4.33756 (12042722)      4.31696 (12011021)      4.33167 (12122203)
3743908.4 |      3.95667 (12100823)      3.92386 (12120921)      3.88588 (12042722)      3.88576 (12011021)      3.90571 (12122203)
3744027.7 |      3.58038 (12062324)      3.56214 (12020405)      3.54635 (12032102)      3.54060 (12030923)      3.56059 (12122203)
3744147.0 |      3.27907 (12060802)      3.27113 (12041624)      3.26674 (12032102)      3.26397 (12030923)      3.27775 (12020806)
3744266.3 |      3.02907 (12050522)      3.02749 (12042722)      3.01918 (12032102)      3.02955 (12030923)      3.03966 (12020806)
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                            PAGE  20

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST  1-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

  Y-COORD  |                                            X-COORD (METERS)
  (METERS) |       451782.80              451904.30              452025.80              452147.30              452268.80
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      2.84686 (12120703)      2.83262 (12042105)      2.82287 (12101605)      2.80409 (12092504)      2.78097 (12062503)
3741999.6 |      3.05956 (12120703)      3.04880 (12101902)      3.03406 (12052204)      3.01290 (12050903)      2.98334 (12041923)
3742118.9 |      3.30892 (12010123)      3.29134 (12053005)      3.28110 (12092504)      3.25780 (12050901)      3.22023 (12072805)
3742238.2 |      3.60677 (12102905)      3.60026 (12020407)      3.58354 (12103023)      3.54796 (12010221)      3.49593 (12040502)
3742357.5 |      3.97557 (12042105)      3.97385 (12122118)      3.95382 (12041923)      3.90261 (12040502)      3.82888 (12122005)
3742476.8 |      4.44754 (12053005)      4.45699 (12062503)      4.41731 (12110723)      4.33299 (12122005)      4.22824 (12063003)
3742596.1 |      5.08638 (12092504)      5.09127 (12120620)      5.00185 (12122005)      4.86579 (12020924)      4.71140 (12110220)
3742715.4 |      6.00675 (12010221)      5.92929 (12122005)      5.73816 (12010420)      5.52986 (12101403)      5.31673 (12062903)
3742834.7 |      7.23861 (12102904)      7.01043 (12060702)      6.71748 (12110324)      6.41129 (12110101)      6.11208 (12010624)
3742954.0 |      8.40263 (12022224)      8.46879 (12110101)      8.12451 (12022222)      7.67867 (12111403)      7.21254 (12061124)
3743073.3 |      7.99209 (12052302)      9.15231 (12041802)     10.04648 (12120624)      9.63106 (12120624)      8.86910 (12051001)
3743192.6 |      7.73431 (12110724)      8.84185 (12030924)     10.01607 (12010107)     11.10448 (12112702)     11.76791 (12112702)
3743311.9 |      7.49726 (12022302)      8.59795 (12121519)      9.78038 (12010620)     10.87677 (12010620)     11.85821 (12010620)
3743431.2 |      6.65667 (12032203)      7.14354 (12122124)      7.75954 (12112504)      8.29818 (12020907)      8.71918 (12040923)
3743550.5 |      5.69675 (12032623)      5.87299 (12012422)      6.20609 (12122124)      6.48873 (12031422)      6.71273 (12101104)
3743669.8 |      4.92743 (12032623)      5.06818 (12032203)      5.19166 (12120804)      5.39037 (12051702)      5.53444 (12031422)
3743789.1 |      4.37890 (12040422)      4.44884 (12010307)      4.50041 (12012422)      4.65178 (12120804)      4.73288 (12051702)
3743908.4 |      3.93584 (12033023)      3.96926 (12032623)      4.04728 (12012422)      4.05853 (12102920)      4.15703 (12122124)
3744027.7 |      3.58503 (12021022)      3.61959 (12032623)      3.65671 (12010307)      3.65359 (12012422)      3.74702 (12120804)
3744147.0 |      3.29534 (12110605)      3.29680 (12032623)      3.34127 (12010307)      3.38645 (12012422)      3.34610 (12102920)
3744266.3 |      3.05253 (12110605)      3.06553 (12040422)      3.05875 (12032623)      3.12091 (12032203)      3.08181 (12061222)
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                            PAGE  21

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST  1-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
```

INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

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

| Y-COORD (METERS) | X-COORD (METERS) 452390.30 | 452511.80 | 452633.30 | 452754.80 | 452876.30 |
|---|---|---|---|---|---|
| 3741880.3 | 2.75034 (12092602) | 2.71419 (12110723) | 2.67382 (12110721) | 2.62941 (12122005) | 2.58080 (12010622) |
| 3741999.6 | 2.94611 (12120620) | 2.89982 (12110721) | 2.85207 (12122005) | 2.79842 (12010622) | 2.73777 (12010420) |
| 3742118.9 | 3.17201 (12012920) | 3.11576 (12122005) | 3.05496 (12010622) | 2.99017 (12010420) | 2.91815 (12060702) |
| 3742238.2 | 3.43459 (12122005) | 3.36266 (12010622) | 3.28368 (12010420) | 3.20683 (12060702) | 3.12584 (12101403) |
| 3742357.5 | 3.74446 (12063003) | 3.64208 (12123103) | 3.55551 (12110220) | 3.45854 (12022224) | 3.35864 (12062903) |
| 3742476.8 | 4.11291 (12123103) | 3.98875 (12101403) | 3.86872 (12110324) | 3.74878 (12020922) | 3.62869 (12110101) |
| 3742596.1 | 4.55678 (12022224) | 4.38719 (12020922) | 4.24366 (12110101) | 4.09202 (12111901) | 3.94235 (12022222) |
| 3742715.4 | 5.10456 (12110101) | 4.89870 (12111901) | 4.69218 (12022222) | 4.49793 (12111403) | 4.31410 (12011001) |
| 3742834.7 | 5.81415 (12020404) | 5.53594 (12011001) | 5.25769 (12061124) | 5.00924 (12041802) | 4.71809 (12101504) |
| 3742954.0 | 6.77482 (12041802) | 6.38648 (12101504) | 6.00969 (12120624) | 5.60234 (12120624) | 5.25979 (12092102) |
| 3743073.3 | 8.23629 (12051001) | 7.61109 (12051001) | 7.03257 (12050601) | 6.50882 (12012219) | 6.00823 (12012219) |
| 3743192.6 | 10.71529 (12010107) | 9.54665 (12010107) | 8.50528 (12112702) | 7.57765 (12112702) | 6.77714 (12030824) |
| 3743311.9 | 12.49210 (12010620) | 11.20362 (12010620) | 9.46104 (12101201) | 8.14412 (12010321) | 7.18718 (12010321) |
| 3743431.2 | 9.02713 (12051003) | 9.00638 (12011105) | 8.50111 (12112001) | 7.64920 (12011706) | 6.91593 (12121519) |
| 3743550.5 | 6.87646 (12031402) | 6.96968 (12040923) | 6.92597 (12051003) | 6.60285 (12092522) | 6.27685 (12040222) |
| 3743669.8 | 5.63781 (12100505) | 5.71510 (12020907) | 5.67885 (12040923) | 5.65535 (12011503) | 5.50672 (12051003) |
| 3743789.1 | 4.82568 (12031422) | 4.88409 (12100505) | 4.89870 (12020907) | 4.88579 (12031402) | 4.82899 (12040923) |
| 3743908.4 | 4.23924 (12040722) | 4.27729 (12031422) | 4.30983 (12100505) | 4.27309 (12101104) | 4.27678 (12031402) |
| 3744027.7 | 3.80059 (12122124) | 3.83372 (12040722) | 3.83735 (12031422) | 3.85494 (12100505) | 3.82997 (12101104) |
| 3744147.0 | 3.44743 (12120804) | 3.47721 (12051702) | 3.48592 (12040722) | 3.47389 (12031422) | 3.48770 (12071505) |
| 3744266.3 | 3.13335 (12102920) | 3.14142 (12122124) | 3.19240 (12051702) | 3.18189 (12040722) | 3.16621 (12031422) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

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

| Y-COORD (METERS) | X-COORD (METERS) 452997.80 |
|---|---|
| 3741880.3 | 2.53189 (12020924) |
| 3741999.6 | 2.68406 (12123103) |
| 3742118.9 | 2.84002 (12110220) |
| 3742238.2 | 3.04500 (12110324) |
| 3742357.5 | 3.25894 (12020922) |
| 3742476.8 | 3.50932 (12111901) |
| 3742596.1 | 3.79455 (12020404) |
| 3742715.4 | 4.11889 (12061124) |
| 3742834.7 | 4.53378 (12101504) |
| 3742954.0 | 4.93026 (12051001) |
| 3743073.3 | 5.55685 (12030924) |
| 3743192.6 | 6.11113 (12030824) |
| 3743311.9 | 6.39710 (12010321) |
| 3743431.2 | 6.25192 (12121519) |
| 3743550.5 | 5.81725 (12112001) |
| 3743669.8 | 5.19455 (12092522) |
| 3743789.1 | 4.69749 (12100702) |
| 3743908.4 | 4.15599 (12092723) |
| 3744027.7 | 3.80152 (12051924) |
| 3744147.0 | 3.46354 (12101104) |
| 3744266.3 | 3.18305 (12071505) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 452418.60 | 3743245.40 | 12.01665 | (12052105) | 452373.00 | 3743225.00 | 11.88007 | (12012921) |
| 452327.30 | 3743204.50 | 11.70122 | (12030824) | 452281.70 | 3743184.10 | 11.49211 | (12010107) |
| 452236.10 | 3743163.70 | 11.25476 | (12053003) | 452190.40 | 3743143.30 | 10.99710 | (12030924) |
| 452144.80 | 3743122.80 | 10.73938 | (12050601) | 452099.10 | 3743102.40 | 10.44966 | (12051001) |
| 452053.50 | 3743082.00 | 10.14444 | (12120624) | 452007.90 | 3743061.50 | 9.88260 | (12101504) |
| 451962.20 | 3743041.10 | 9.58173 | (12041802) | 451916.60 | 3743020.70 | 9.28172 | (12111403) |
| 451871.00 | 3743000.20 | 8.98004 | (12010624) | 451825.30 | 3742979.80 | 8.68858 | (12011005) |
| 451779.70 | 3742959.40 | 8.40685 | (12110324) | 451734.10 | 3742939.00 | 8.13612 | (12060702) |
| 451688.40 | 3742918.50 | 7.87605 | (12010622) | 451642.80 | 3742898.10 | 8.06391 | (12102906) |
| 451597.20 | 3742877.70 | 8.42121 | (12102906) | 451594.10 | 3742876.30 | 8.44749 | (12102906) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 451559.40 | 3742907.50 | 9.92015 | (12012019) | 451522.30 | 3742941.00 | 10.39394 | (12110604) |
| 451485.10 | 3742974.40 | 10.63868 | (12052302) | 451447.90 | 3743007.80 | 10.92753 | (12022207) |
| 451411.20 | 3743040.90 | 11.11814 | (12120924) | 451410.80 | 3743041.30 | 11.12326 | (12120924) |
| 451378.10 | 3743079.10 | 11.38056 | (12010502) | 451345.30 | 3743116.90 | 11.56793 | (12110724) |
| 451312.60 | 3743154.70 | 11.74771 | (12103005) | 451279.80 | 3743192.50 | 11.94720 | (12041705) |
| 451247.10 | 3743230.30 | 11.92026 | (12100724) | 451214.30 | 3743268.00 | 12.11449 | (12060623) |
| 451181.60 | 3743305.80 | 11.92198 | (12022302) | 451148.80 | 3743343.60 | 10.70530 | (12100424) |
| 451140.30 | 3743353.40 | 10.27446 | (12040423) | 451177.30 | 3743353.80 | 10.15211 | (12061002) |
| 451227.30 | 3743354.40 | 9.85464 | (12061002) | 451277.30 | 3743354.90 | 9.55600 | (12061002) |
| 451327.30 | 3743355.50 | 9.24886 | (12061002) | 451377.30 | 3743356.00 | 8.94378 | (12061002) |
| 451427.30 | 3743356.60 | 8.63671 | (12061002) | 451477.30 | 3743357.10 | 8.34337 | (12061002) |
| 451527.30 | 3743357.70 | 8.05865 | (12061002) | 451577.30 | 3743358.20 | 7.77577 | (12061002) |
| 451594.10 | 3743358.40 | 7.67741 | (12061002) | 451627.30 | 3743358.10 | 7.50409 | (12061002) |
| 451677.30 | 3743357.70 | 7.22726 | (12061002) | 451727.30 | 3743357.20 | 6.93366 | (12061002) |
| 451777.30 | 3743356.80 | 6.85935 | (12012422) | 451827.30 | 3743356.30 | 7.23598 | (12011503) |
| 451877.30 | 3743355.90 | 7.75638 | (12100702) | 451927.30 | 3743355.40 | 8.27158 | (12051003) |
| 451977.30 | 3743355.00 | 8.76428 | (12051003) | 452027.30 | 3743354.50 | 9.23843 | (12011105) |
| 452077.30 | 3743354.10 | 9.65893 | (12011105) | 452127.30 | 3743353.60 | 10.04510 | (12011105) |
| 452177.30 | 3743353.20 | 10.40818 | (12040222) | 452227.30 | 3743352.70 | 10.75605 | (12040222) |
| 452277.30 | 3743352.30 | 11.08008 | (12102902) | 452327.30 | 3743351.80 | 11.38105 | (12102902) |
| 452328.80 | 3743351.80 | 11.38892 | (12102902) | 452360.10 | 3743314.80 | 12.45171 | (12010620) |
| 452392.30 | 3743276.60 | 12.81951 | (12010321) | 452466.80 | 3743248.70 | 11.43739 | (12052105) |
| 452421.40 | 3743227.80 | 11.43615 | (12012921) | 452375.90 | 3743207.00 | 11.30389 | (12030824) |
| 452330.50 | 3743186.10 | 11.14055 | (12010107) | 452285.00 | 3743165.30 | 10.93198 | (12053003) |
| 452239.60 | 3743144.40 | 10.74092 | (12030924) | 452194.10 | 3743123.60 | 10.53256 | (12050601) |
| 452148.70 | 3743102.70 | 10.30014 | (12051001) | 452103.30 | 3743081.90 | 10.00369 | (12092102) |
| 452057.80 | 3743061.00 | 9.82042 | (12101504) | 452012.40 | 3743040.20 | 9.56383 | (12041802) |
| 451966.90 | 3743019.30 | 9.30701 | (12011001) | 451921.50 | 3742998.40 | 9.03749 | (12020404) |
| 451876.00 | 3742977.60 | 8.79274 | (12040403) | 451830.60 | 3742956.70 | 8.53260 | (12020922) |
| 451785.20 | 3742935.90 | 8.29642 | (12101403) | 451739.70 | 3742915.00 | 8.06174 | (12010420) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451694.30 | 3742894.20 | 7.82424 | (12122005) | 451648.80 | 3742873.30 | 7.46369 | (12072805) |
| 451603.40 | 3742852.50 | 7.54418 | (12101703) | 451575.80 | 3742839.80 | 7.71784 | (12101703) |
| 451561.80 | 3742853.60 | 8.36764 | (12091706) | 451526.10 | 3742888.60 | 9.71935 | (12012019) |
| 451490.50 | 3742923.70 | 10.21118 | (12110604) | 451454.80 | 3742958.70 | 10.48931 | (12052302) |
| 451419.10 | 3742993.70 | 10.75058 | (12022207) | 451386.30 | 3743026.00 | 10.94343 | (12030502) |
| 451383.70 | 3743029.00 | 10.94982 | (12030502) | 451350.80 | 3743066.70 | 11.21277 | (12010502) |
| 451317.90 | 3743104.30 | 11.39716 | (12110724) | 451285.00 | 3743142.00 | 11.56914 | (12103005) |
| 451252.10 | 3743179.60 | 11.72425 | (12110322) | 451219.20 | 3743217.30 | 11.80001 | (12100724) |
| 451186.30 | 3743254.90 | 11.85479 | (12060623) | 451153.40 | 3743292.60 | 11.70362 | (12102422) |
| 451120.50 | 3743330.30 | 10.91476 | (12101603) | 451087.70 | 3743367.90 | 9.57423 | (12040423) |
| 451077.10 | 3743380.00 | 9.22274 | (12061002) | 451111.10 | 3743380.20 | 9.27616 | (12060902) |
| 451161.10 | 3743380.40 | 9.15916 | (12060902) | 451211.10 | 3743380.70 | 8.89053 | (12060902) |
| 451261.10 | 3743380.90 | 8.61965 | (12060902) | 451311.10 | 3743381.20 | 8.34241 | (12060902) |
| 451361.10 | 3743381.40 | 8.06851 | (12060902) | 451411.10 | 3743381.70 | 7.79549 | (12060902) |
| 451461.10 | 3743381.90 | 7.53596 | (12060902) | 451511.10 | 3743382.20 | 7.28214 | (12060902) |
| 451561.10 | 3743382.50 | 7.02650 | (12060902) | 451611.10 | 3743382.70 | 6.76230 | (12060902) |
| 451661.10 | 3743383.00 | 6.54303 | (12110605) | 451711.10 | 3743383.20 | 6.65611 | (12032623) |
| 451748.70 | 3743383.40 | 6.78850 | (12010307) | 451761.10 | 3743383.30 | 6.84111 | (12032203) |
| 451811.00 | 3743382.90 | 7.06353 | (12120804) | 451861.00 | 3743382.40 | 7.39518 | (12122124) |
| 451911.00 | 3743382.00 | 7.74397 | (12031422) | 451961.00 | 3743381.60 | 8.12996 | (12100505) |
| 452011.00 | 3743381.10 | 8.52806 | (12020907) | 452061.00 | 3743380.70 | 8.88567 | (12031402) |
| 452111.00 | 3743380.30 | 9.22446 | (12040923) | 452161.00 | 3743379.90 | 9.53404 | (12100702) |
| 452211.00 | 3743379.40 | 9.82475 | (12051003) | 452261.00 | 3743379.00 | 10.09080 | (12051003) |
| 452311.00 | 3743378.60 | 10.28094 | (12051003) | 452330.50 | 3743378.40 | 10.38276 | (12011105) |
| 452352.60 | 3743357.40 | 11.28606 | (12102902) | 452388.80 | 3743322.90 | 12.29365 | (12121519) |
| 452425.10 | 3743288.40 | 12.53110 | (12101201) | 452461.30 | 3743254.00 | 11.68574 | (12052105) |
| 452548.20 | 3743228.80 | 9.93946 | (12012921) | 452525.50 | 3743218.40 | 9.97755 | (12030824) |
| 452502.80 | 3743207.90 | 9.97109 | (12112702) | 452480.10 | 3743197.50 | 9.95680 | (12112702) |
| 452457.30 | 3743187.00 | 9.93070 | (12010107) | 452434.60 | 3743176.60 | 9.89627 | (12053003) |
| 452411.90 | 3743166.20 | 9.84846 | (12053003) | 452389.20 | 3743155.70 | 9.79872 | (12030924) |
| 452366.50 | 3743145.30 | 9.75936 | (12030924) | 452343.80 | 3743134.80 | 9.68012 | (12012219) |
| 452321.00 | 3743124.40 | 9.64765 | (12012219) | 452298.30 | 3743114.00 | 9.58661 | (12050601) |
| 452275.60 | 3743103.50 | 9.51970 | (12051001) | 452252.90 | 3743093.10 | 9.44177 | (12051001) |
| 452230.20 | 3743082.60 | 9.31582 | (12051001) | 452207.50 | 3743072.20 | 9.23357 | (12092102) |
| 452184.70 | 3743061.80 | 9.21440 | (12120624) | 452162.00 | 3743051.30 | 9.15988 | (12120624) |
| 452139.30 | 3743040.90 | 9.07976 | (12101504) | 452116.60 | 3743030.40 | 8.95992 | (12101504) |
| 452093.90 | 3743020.00 | 8.91373 | (12041802) | 452071.20 | 3743009.60 | 8.81558 | (12061124) |
| 452048.50 | 3742999.10 | 8.74014 | (12061124) | 452025.70 | 3742988.70 | 8.65718 | (12111403) |
| 452003.00 | 3742978.20 | 8.56568 | (12020404) | 451980.30 | 3742967.80 | 8.48006 | (12022222) |
| 451957.60 | 3742957.40 | 8.38980 | (12111901) | 451934.90 | 3742946.90 | 8.29941 | (12040403) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451912.20 | 3742936.50 | 8.21217 | (12011005) | 451889.40 | 3742926.00 | 8.11293 | (12062903) |
| 451866.70 | 3742915.60 | 8.03484 | (12110324) | 451844.00 | 3742905.20 | 7.94681 | (12101403) |
| 451821.30 | 3742894.70 | 7.85651 | (12110220) | 451798.60 | 3742884.30 | 7.76414 | (12123103) |
| 451775.90 | 3742873.80 | 7.68022 | (12020924) | 451753.10 | 3742863.40 | 7.58820 | (12102904) |
| 451730.40 | 3742853.00 | 7.48500 | (12070704) | 451707.70 | 3742842.50 | 7.35257 | (12040502) |
| 451685.00 | 3742832.10 | 7.16987 | (12010221) | 451662.30 | 3742821.60 | 6.90591 | (12103023) |
| 451639.60 | 3742811.20 | 6.61838 | (12053005) | 451616.80 | 3742800.80 | 6.46582 | (12042004) |
| 451594.10 | 3742790.30 | 6.54906 | (12013001) | 451571.40 | 3742779.90 | 6.64366 | (12011002) |
| 451548.70 | 3742769.50 | 6.70984 | (12051705) | 451542.50 | 3742766.60 | 6.72118 | (12062405) |
| 451529.30 | 3742779.10 | 7.03999 | (12103103) | 451511.10 | 3742796.20 | 7.53318 | (12112622) |
| 451492.90 | 3742813.40 | 8.04668 | (12102906) | 451474.70 | 3742830.60 | 8.51191 | (12123020) |
| 451456.60 | 3742847.70 | 8.87914 | (12010523) | 451438.40 | 3742864.90 | 9.13871 | (12100705) |
| 451420.20 | 3742882.00 | 9.30973 | (12011905) | 451402.00 | 3742899.20 | 9.46080 | (12110604) |
| 451383.90 | 3742916.40 | 9.57880 | (12010506) | 451365.70 | 3742933.50 | 9.64760 | (12052302) |
| 451347.50 | 3742950.70 | 9.77480 | (12010607) | 451329.30 | 3742967.90 | 9.85623 | (12022207) |
| 451311.10 | 3742985.00 | 9.93830 | (12122122) | 451306.50 | 3742989.40 | 9.95412 | (12030502) |
| 451294.80 | 3743003.90 | 10.02762 | (12030502) | 451279.00 | 3743023.30 | 10.14349 | (12120924) |
| 451263.30 | 3743042.70 | 10.24386 | (12052701) | 451247.50 | 3743062.10 | 10.32030 | (12010101) |
| 451231.80 | 3743081.50 | 10.37661 | (12110724) | 451216.00 | 3743100.90 | 10.45677 | (12110724) |
| 451200.30 | 3743120.30 | 10.50694 | (12103005) | 451184.50 | 3743139.80 | 10.58543 | (12103005) |
| 451168.80 | 3743159.20 | 10.61372 | (12110322) | 451153.00 | 3743178.60 | 10.68850 | (12110322) |
| 451137.30 | 3743198.00 | 10.72530 | (12100724) | 451121.50 | 3743217.40 | 10.67550 | (12100724) |
| 451105.80 | 3743236.80 | 10.55854 | (12060623) | 451090.00 | 3743256.20 | 10.65683 | (12060623) |
| 451074.30 | 3743275.70 | 10.53366 | (12102421) | 451058.50 | 3743295.10 | 10.38163 | (12102422) |
| 451042.80 | 3743314.50 | 10.09004 | (12022302) | 451027.00 | 3743333.90 | 9.70783 | (12011406) |
| 451011.30 | 3743353.30 | 9.25829 | (12101603) | 450995.50 | 3743372.70 | 8.83536 | (12100424) |
| 450979.80 | 3743392.20 | 8.40068 | (12040423) | 450964.00 | 3743411.60 | 8.01452 | (12061002) |
| 450948.30 | 3743431.00 | 7.63617 | (12061002) | 450942.40 | 3743438.20 | 7.48318 | (12061002) |
| 450958.10 | 3743438.10 | 7.56289 | (12060902) | 450983.10 | 3743437.90 | 7.69476 | (12060902) |
| 451008.10 | 3743437.70 | 7.76532 | (12060902) | 451033.10 | 3743437.50 | 7.84103 | (12122204) |
| 451058.10 | 3743437.30 | 7.87703 | (12112201) | 451083.10 | 3743437.10 | 7.88902 | (12042902) |
| 451108.10 | 3743436.80 | 7.86581 | (12060603) | 451133.10 | 3743436.60 | 7.80866 | (12011004) |
| 451158.10 | 3743436.40 | 7.72850 | (12063004) | 451183.10 | 3743436.20 | 7.63653 | (12040723) |
| 451208.10 | 3743436.00 | 7.53832 | (12071801) | 451233.10 | 3743435.80 | 7.43714 | (12062504) |
| 451258.10 | 3743435.60 | 7.33339 | (12041224) | 451283.10 | 3743435.40 | 7.22707 | (12062502) |
| 451308.10 | 3743435.20 | 7.12204 | (12041423) | 451333.10 | 3743435.00 | 7.01709 | (12052924) |
| 451358.10 | 3743434.80 | 6.91427 | (12060301) | 451383.10 | 3743434.60 | 6.81494 | (12042824) |
| 451408.10 | 3743434.40 | 6.72177 | (12030522) | 451433.10 | 3743434.20 | 6.63519 | (12100823) |
| 451458.10 | 3743434.00 | 6.55669 | (12101323) | 451483.10 | 3743433.80 | 6.48794 | (12050522) |
| 451508.10 | 3743433.60 | 6.42981 | (12011803) | 451533.10 | 3743433.40 | 6.37631 | (12032102) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451558.10 | 3743433.20 | 6.35008 | (12062101) | 451583.10 | 3743433.00 | 6.33375 | (12011021) |
| 451608.10 | 3743432.80 | 6.33519 | (12013003) | 451633.10 | 3743432.60 | 6.34410 | (12020806) |
| 451658.10 | 3743432.40 | 6.36379 | (12062523) | 451683.10 | 3743432.10 | 6.40151 | (12021022) |
| 451708.10 | 3743431.90 | 6.44645 | (12040422) | 451733.10 | 3743431.70 | 6.50755 | (12032623) |
| 451758.10 | 3743431.50 | 6.56939 | (12010307) | 451783.10 | 3743431.30 | 6.65697 | (12032203) |
| 451808.10 | 3743431.10 | 6.74543 | (12012422) | 451833.10 | 3743430.90 | 6.79427 | (12012422) |
| 451858.10 | 3743430.70 | 6.92848 | (12120804) | 451883.10 | 3743430.50 | 7.06489 | (12120804) |
| 451908.10 | 3743430.30 | 7.17754 | (12122124) | 451933.10 | 3743430.10 | 7.30856 | (12051702) |
| 451958.10 | 3743429.90 | 7.43585 | (12040722) | 451983.10 | 3743429.70 | 7.56046 | (12031422) |
| 452008.10 | 3743429.50 | 7.70122 | (12031422) | 452033.10 | 3743429.30 | 7.83344 | (12112504) |
| 452058.10 | 3743429.10 | 7.95798 | (12071505) | 452083.10 | 3743428.90 | 8.07388 | (12101104) |
| 452108.10 | 3743428.70 | 8.18365 | (12101104) | 452133.10 | 3743428.50 | 8.29346 | (12020907) |
| 452158.10 | 3743428.30 | 8.39824 | (12051924) | 452183.10 | 3743428.10 | 8.49712 | (12031402) |
| 452208.10 | 3743427.90 | 8.57643 | (12031402) | 452233.10 | 3743427.70 | 8.66765 | (12040923) |
| 452258.10 | 3743427.50 | 8.77032 | (12040923) | 452283.10 | 3743427.20 | 8.85601 | (12011503) |
| 452308.10 | 3743427.00 | 8.92850 | (12011503) | 452333.10 | 3743426.80 | 9.00813 | (12100702) |
| 452358.10 | 3743426.60 | 9.07165 | (12100702) | 452362.10 | 3743426.60 | 9.07845 | (12100702) |
| 452360.40 | 3743423.30 | 9.15615 | (12051003) | 452372.40 | 3743410.90 | 9.53187 | (12051003) |
| 452389.70 | 3743392.90 | 10.07308 | (12011105) | 452407.10 | 3743374.90 | 10.72352 | (12040222) |
| 452424.50 | 3743356.90 | 11.20253 | (12112001) | 452441.80 | 3743339.00 | 11.51453 | (12121519) |
| 452459.20 | 3743321.00 | 11.78424 | (12121519) | 452476.60 | 3743303.00 | 11.75802 | (12010620) |
| 452493.90 | 3743285.00 | 11.56975 | (12010321) | 452511.30 | 3743267.00 | 11.13467 | (12110602) |
| 452528.70 | 3743249.00 | 10.52506 | (12052105) | 452546.00 | 3743231.00 | 10.00584 | (12012921) |
| 452719.50 | 3743202.20 | 7.92786 | (12030824) | 452628.70 | 3743160.40 | 8.09000 | (12053003) |
| 452537.80 | 3743118.60 | 8.05142 | (12012219) | 452447.00 | 3743076.80 | 7.99534 | (12051001) |
| 452356.10 | 3743035.00 | 7.83493 | (12120624) | 452265.30 | 3742993.20 | 7.68552 | (12041802) |
| 452174.40 | 3742951.50 | 7.54737 | (12011001) | 452083.60 | 3742909.70 | 7.34982 | (12010624) |
| 451992.70 | 3742867.90 | 7.14248 | (12062903) | 451901.90 | 3742826.10 | 6.92644 | (12123103) |
| 451811.00 | 3742784.30 | 6.66908 | (12070704) | 451720.20 | 3742742.50 | 6.20135 | (12103023) |
| 451629.30 | 3742700.70 | 5.70013 | (12010122) | 451538.50 | 3742658.90 | 5.59588 | (12040324) |
| 451494.30 | 3742638.60 | 5.56456 | (12112501) | 451460.50 | 3742677.30 | 6.04603 | (12101402) |
| 451394.80 | 3742752.70 | 7.23165 | (12103004) | 451329.10 | 3742828.10 | 8.17769 | (12010507) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 451263.40 | 3742903.50 | 8.62341 | (12052302) | 451197.70 | 3742978.90 | 9.00969 | (12030502) |
| 451132.00 | 3743054.20 | 9.22973 | (12010101) | 451066.30 | 3743129.60 | 9.32471 | (12103005) |
| 451000.60 | 3743205.00 | 9.27453 | (12100724) | 450934.90 | 3743280.40 | 8.86788 | (12102421) |
| 450869.20 | 3743355.80 | 7.96582 | (12011406) | 450803.50 | 3743431.20 | 6.93475 | (12040423) |
| 450737.80 | 3743506.50 | 6.04736 | (12061002) | 450703.10 | 3743546.30 | 5.67346 | (12060902) |
| 450750.40 | 3743545.80 | 5.83540 | (12060902) | 450850.40 | 3743544.80 | 6.09630 | (12112201) |
| 450950.30 | 3743543.90 | 6.28399 | (12060603) | 451050.30 | 3743542.90 | 6.33469 | (12071801) |
| 451150.30 | 3743541.90 | 6.22225 | (12062502) | 451250.30 | 3743540.90 | 6.04328 | (12060301) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451350.30 | 3743539.90 | 5.86204 | (12121120) | 451450.30 | 3743538.90 | 5.71398 | (12020405) |
| 451550.30 | 3743537.90 | 5.63778 | (12062101) | 451650.30 | 3743537.00 | 5.65467 | (12120902) |
| 451750.30 | 3743536.00 | 5.74930 | (12032623) | 451850.30 | 3743535.00 | 5.94060 | (12012422) |
| 451950.30 | 3743534.00 | 6.17620 | (12120804) | 452050.30 | 3743533.00 | 6.44534 | (12051702) |
| 452150.30 | 3743532.00 | 6.70595 | (12112504) | 452250.30 | 3743531.00 | 6.93188 | (12101104) |
| 452350.30 | 3743530.00 | 7.10477 | (12031402) | 452395.30 | 3743529.60 | 7.13312 | (12031402) |
| 452433.50 | 3743491.40 | 7.82223 | (12011503) | 452434.20 | 3743490.70 | 7.83432 | (12011503) |
| 452504.50 | 3743419.60 | 9.30155 | (12011105) | 452574.80 | 3743348.50 | 10.06073 | (12121519) |
| 452645.10 | 3743277.40 | 9.32827 | (12110602) | 452715.40 | 3743206.30 | 8.00520 | (12030824) |
| 453238.90 | 3743099.60 | 4.84013 | (12053003) | 453170.50 | 3743068.70 | 4.97388 | (12030924) |
| 453102.20 | 3743037.90 | 5.06468 | (12012219) | 453033.80 | 3743007.00 | 5.15042 | (12050601) |
| 452965.50 | 3742976.20 | 5.17203 | (12051001) | 452897.10 | 3742945.30 | 5.16658 | (12092102) |
| 452828.70 | 3742914.50 | 5.23713 | (12120624) | 452760.40 | 3742883.60 | 5.23317 | (12101504) |
| 452692.00 | 3742852.80 | 5.23448 | (12041802) | 452623.60 | 3742821.90 | 5.22026 | (12061124) |
| 452555.30 | 3742791.10 | 5.19212 | (12020404) | 452486.90 | 3742760.20 | 5.16616 | (12022222) |
| 452418.60 | 3742729.40 | 5.13071 | (12040403) | 452350.20 | 3742698.50 | 5.08720 | (12020922) |
| 452281.80 | 3742667.70 | 5.03708 | (12022224) | 452213.50 | 3742636.80 | 4.98191 | (12110220) |
| 452145.10 | 3742606.00 | 4.91661 | (12010420) | 452076.80 | 3742575.10 | 4.84024 | (12070705) |
| 452008.40 | 3742544.30 | 4.74438 | (12012920) | 451940.00 | 3742513.40 | 4.62303 | (12092602) |
| 451871.70 | 3742482.60 | 4.48605 | (12050903) | 451803.30 | 3742451.70 | 4.34014 | (12101605) |
| 451735.00 | 3742420.90 | 4.20637 | (12020524) | 451666.60 | 3742390.00 | 4.09174 | (12011024) |
| 451598.20 | 3742359.20 | 4.00904 | (12022221) | 451529.90 | 3742328.30 | 3.93499 | (12112506) |
| 451461.50 | 3742297.50 | 3.86827 | (12122105) | 451393.10 | 3742266.60 | 3.80561 | (12040324) |
| 451360.50 | 3742251.90 | 3.77500 | (12100703) | 451336.90 | 3742283.20 | 3.88884 | (12013001) |
| 451291.80 | 3742343.10 | 4.13758 | (12090203) | 451246.70 | 3742403.00 | 4.42608 | (12102724) |
| 451201.60 | 3742462.90 | 4.74769 | (12101703) | 451156.50 | 3742522.80 | 5.10688 | (12091706) |
| 451111.30 | 3742582.70 | 5.46120 | (12011102) | 451066.20 | 3742642.70 | 5.78985 | (12012019) |
| 451021.10 | 3742702.60 | 6.06080 | (12011905) | 450976.00 | 3742762.50 | 6.29072 | (12052302) |
| 450930.90 | 3742822.40 | 6.46905 | (12010607) | 450885.70 | 3742882.30 | 6.61432 | (12030502) |
| 450840.60 | 3742942.20 | 6.70790 | (12052701) | 450795.50 | 3743002.10 | 6.74057 | (12010101) |
| 450750.40 | 3743062.00 | 6.76289 | (12103005) | 450705.30 | 3743121.90 | 6.73627 | (12110322) |
| 450660.10 | 3743181.80 | 6.63082 | (12100724) | 450615.00 | 3743241.80 | 6.34718 | (12060623) |
| 450569.90 | 3743301.70 | 6.15511 | (12102421) | 450524.80 | 3743361.60 | 5.81845 | (12022302) |
| 450479.70 | 3743421.50 | 5.47614 | (12011406) | 450434.50 | 3743481.40 | 5.06500 | (12100424) |
| 450389.40 | 3743541.30 | 4.80935 | (12040423) | 450344.30 | 3743601.20 | 4.47924 | (12061002) |
| 450299.20 | 3743661.10 | 4.21121 | (12061002) | 450254.10 | 3743721.00 | 3.93854 | (12080922) |
| 450208.90 | 3743781.00 | 3.77778 | (12060902) | 450163.80 | 3743840.90 | 3.53424 | (12101701) |
| 450153.70 | 3743854.30 | 3.50114 | (12122204) | 450211.90 | 3743853.40 | 3.61433 | (12122204) |
| 450286.90 | 3743852.30 | 3.71111 | (12112201) | 450361.90 | 3743851.10 | 3.80314 | (12112121) |
| 450436.80 | 3743850.00 | 3.89404 | (12042902) | 450511.80 | 3743848.80 | 3.98114 | (12060603) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 450586.80 | 3743847.70 | 4.05766 | (12011004) | 450661.80 | 3743846.50 | 4.11872 | (12063004) |
| 450736.80 | 3743845.40 | 4.18762 | (12101705) | 450811.80 | 3743844.20 | 4.23188 | (12041224) |
| 450886.80 | 3743843.10 | 4.25990 | (12062502) | 450961.80 | 3743841.90 | 4.26646 | (12052924) |
| 451036.80 | 3743840.80 | 4.26118 | (12060301) | 451111.80 | 3743839.70 | 4.24386 | (12042824) |
| 451186.80 | 3743838.50 | 4.22037 | (12070202) | 451261.70 | 3743837.40 | 4.19642 | (12072601) |
| 451336.70 | 3743836.20 | 4.17420 | (12050522) | 451411.70 | 3743835.10 | 4.15809 | (12042722) |
| 451486.70 | 3743833.90 | 4.14324 | (12032102) | 451561.70 | 3743832.80 | 4.14815 | (12030923) |
| 451636.70 | 3743831.60 | 4.16189 | (12020806) | 451711.70 | 3743830.50 | 4.17483 | (12110605) |
| 451786.70 | 3743829.30 | 4.21939 | (12040422) | 451861.70 | 3743828.20 | 4.26030 | (12032623) |
| 451936.70 | 3743827.00 | 4.31226 | (12010307) | 452011.70 | 3743825.90 | 4.36508 | (12012422) |
| 452086.60 | 3743824.70 | 4.35156 | (12102920) | 452161.60 | 3743823.60 | 4.49268 | (12120804) |
| 452236.60 | 3743822.50 | 4.55205 | (12122124) | 452311.60 | 3743821.30 | 4.60038 | (12040722) |
| 452386.60 | 3743820.20 | 4.65197 | (12031422) | 452461.60 | 3743819.00 | 4.69085 | (12112504) |
| 452536.60 | 3743817.90 | 4.73063 | (12100505) | 452540.80 | 3743817.80 | 4.73230 | (12100505) |
| 452590.10 | 3743767.00 | 5.00975 | (12020907) | 452642.40 | 3743713.30 | 5.39562 | (12031402) |
| 452694.70 | 3743659.50 | 5.80013 | (12011503) | 452747.00 | 3743605.70 | 6.20206 | (12051003) |

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        452799.20   3743551.90        6.50946  (12011105)                452851.50   3743498.10        6.70601  (12112001)
        452903.80   3743444.40        6.65038  (12121519)                452956.10   3743390.60        6.59481  (12010620)
        453008.30   3743336.80        6.26630  (12103120)                453060.60   3743283.00        6.00412  (12052105)
        453112.90   3743229.20        5.62139  (12012921)                453165.20   3743175.50        5.29438  (12112702)
        453217.40   3743121.70        4.96867  (12053003)
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                          PAGE  29
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                              *** THE   1ST HIGHEST  1-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):     JUVEM000    ,

                                           *** SENSITIVE DISCRETE RECEPTOR POINTS ***

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

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)              X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        451808.80   3743414.00        6.87364  (12012422)                451611.10   3743386.10        6.66920  (12122204)
        451395.10   3743364.60        8.48311  (12061002)                451274.70   3743360.30        9.33686  (12061002)
        451170.50   3743172.20       10.81509  (12110322)                451376.80   3742977.70       10.30734  (12022207)
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                          PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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


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

                                                        DATE                                                                NETWORK
GROUP ID                          AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS      12.81951  ON 12010321: AT (  452392.30,  3743276.60,     0.00,     0.00,    0.00)  DC


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
 *** AERMOD - VERSION  19191 ***   ***  Latitude NOX 1HR LST                                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                        ***        18:47:52
                                                                                                                          PAGE  31
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of         1916 Informational Message(s)

 A Total of         8784 Hours Were Processed

 A Total of            3 Calm Hours Identified

 A Total of          468 Missing Hours Identified (  5.33 Percent)


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


    ********   WARNING MESSAGES   ********
               ***  NONE  ***


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

**ATTACHMENT E**

AERMOD – TOTAL PM10 LST

```
1                    AERMOD PRIME - (DATED  19191)

                   AERMODPrMSPx VERSION
             (C) COPYRIGHT 1998-2017, Trinity Consultants

 Run Began on  4/28/2021 at 18:45:23

** BREEZE AERMOD
** Trinity Consultants
** VERSION  9.0

CO STARTING
CO TITLEONE  Latitude PM10 Total Construction Emissions
CO MODELOPT  DFAULT  CONC  NODRYDPLT  NOWETDPLT
CO RUNORNOT  RUN
CO AVERTIME  24
CO POLLUTID  PM10
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
SO LOCATION  JUVEM000  AREAPOLY  451194.7  3743326.2  0
** SRCDESCR  Area Source
SO SRCPARAM  JUVEM000  1.41E-08  3  12  1
SO AREAVERT  JUVEM000  451194.7 3743326.2  451286 3743218.4  451430.7 3743063.6  451550 3742958.3
SO AREAVERT  JUVEM000  451603.3 3742907.5  452369.7 3743256.5  452379.8 3743272.9  452313.9 3743333.9
SO AREAVERT  JUVEM000  451958.6 3743342.7  451558.8 3743328.8  451558.8 3743328.8  451194.7 3743326.2
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE GRIDCART RLPS4001 STA
RE GRIDCART RLPS4001 XYINC  450567.8  21  121.5  3744266.3  21  -119.3
RE GRIDCART RLPS4001 ELEV  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 ELEV  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 HILL  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART RLPS4001 END
RE DISCCART  451808.8  3743414  0  0
** SENSITIV
** RCPDESCR  R1
RE DISCCART  451611.1  3743386.1  0  0
** SENSITIV
** RCPDESCR  R2
RE DISCCART  451395.1  3743364.6  0  0
** SENSITIV
** RCPDESCR  R3
RE DISCCART  451274.7  3743360.3  0  0
** SENSITIV
** RCPDESCR  R4
RE DISCCART  451170.5  3743172.2  0  0
** SENSITIV
** RCPDESCR  R5
```

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RE DISCCART  451376.8  3742977.7  0  0
** SENSITIV
** RCPDESCR  R6
** BOUNDARY  25M
RE DISCCART  452418.6  3743245.4  0  0
RE DISCCART  452373.0  3743225.0  0  0
RE DISCCART  452327.3  3743204.5  0  0
RE DISCCART  452281.7  3743184.1  0  0
RE DISCCART  452236.1  3743163.7  0  0
RE DISCCART  452190.4  3743143.3  0  0
RE DISCCART  452144.8  3743122.8  0  0
RE DISCCART  452099.1  3743102.4  0  0
RE DISCCART  452053.5  3743082.0  0  0
RE DISCCART  452007.9  3743061.5  0  0
RE DISCCART  451962.2  3743041.1  0  0
RE DISCCART  451916.6  3743020.7  0  0
RE DISCCART  451871.0  3743000.2  0  0
RE DISCCART  451825.3  3742979.8  0  0
RE DISCCART  451779.7  3742959.4  0  0
RE DISCCART  451734.1  3742939.0  0  0
RE DISCCART  451688.4  3742918.5  0  0
RE DISCCART  451642.8  3742898.1  0  0
RE DISCCART  451597.2  3742877.7  0  0
RE DISCCART  451594.1  3742876.3  0  0
RE DISCCART  451559.4  3742907.5  0  0
RE DISCCART  451522.3  3742941.0  0  0
RE DISCCART  451485.1  3742974.4  0  0
RE DISCCART  451447.9  3743007.8  0  0
RE DISCCART  451411.2  3743040.9  0  0
RE DISCCART  451410.8  3743041.3  0  0
RE DISCCART  451378.1  3743079.1  0  0
RE DISCCART  451345.3  3743116.9  0  0
RE DISCCART  451312.6  3743154.7  0  0
RE DISCCART  451279.8  3743192.5  0  0
RE DISCCART  451247.1  3743230.3  0  0
RE DISCCART  451214.3  3743268.0  0  0
RE DISCCART  451181.6  3743305.8  0  0
RE DISCCART  451148.8  3743343.6  0  0
RE DISCCART  451140.3  3743353.4  0  0
RE DISCCART  451177.3  3743353.8  0  0
RE DISCCART  451227.3  3743354.4  0  0
RE DISCCART  451277.3  3743354.9  0  0
RE DISCCART  451327.3  3743355.5  0  0
RE DISCCART  451377.3  3743356.0  0  0
RE DISCCART  451427.3  3743356.6  0  0
RE DISCCART  451477.3  3743357.1  0  0
RE DISCCART  451527.3  3743357.7  0  0
RE DISCCART  451577.3  3743358.2  0  0
RE DISCCART  451594.1  3743358.4  0  0
RE DISCCART  451627.3  3743358.1  0  0
RE DISCCART  451677.3  3743357.7  0  0
RE DISCCART  451727.3  3743357.2  0  0
RE DISCCART  451777.3  3743356.8  0  0
RE DISCCART  451827.3  3743356.3  0  0
RE DISCCART  451877.3  3743355.9  0  0
RE DISCCART  451927.3  3743355.4  0  0
RE DISCCART  451977.3  3743355.0  0  0
RE DISCCART  452027.3  3743354.5  0  0
RE DISCCART  452077.3  3743354.1  0  0
RE DISCCART  452127.3  3743353.6  0  0
RE DISCCART  452177.3  3743353.2  0  0
RE DISCCART  452227.3  3743352.7  0  0
RE DISCCART  452277.3  3743352.3  0  0
RE DISCCART  452327.3  3743351.8  0  0
RE DISCCART  452328.8  3743351.8  0  0
RE DISCCART  452360.1  3743314.8  0  0
RE DISCCART  452392.3  3743276.6  0  0
** BOUNDARY  50M
RE DISCCART  452466.8  3743248.7  0  0
RE DISCCART  452421.4  3743227.8  0  0
RE DISCCART  452375.9  3743207.0  0  0
RE DISCCART  452330.5  3743186.1  0  0
RE DISCCART  452285.0  3743165.3  0  0
RE DISCCART  452239.6  3743144.4  0  0
RE DISCCART  452194.1  3743123.6  0  0
RE DISCCART  452148.7  3743102.7  0  0
RE DISCCART  452103.3  3743081.9  0  0
RE DISCCART  452057.8  3743061.0  0  0
RE DISCCART  452012.4  3743040.2  0  0
RE DISCCART  451966.9  3743019.3  0  0
RE DISCCART  451921.5  3742998.4  0  0
RE DISCCART  451876.0  3742977.6  0  0
RE DISCCART  451830.6  3742956.7  0  0
RE DISCCART  451785.2  3742935.9  0  0
RE DISCCART  451739.7  3742915.0  0  0
RE DISCCART  451694.3  3742894.2  0  0
RE DISCCART  451648.8  3742873.3  0  0
RE DISCCART  451603.4  3742852.5  0  0
RE DISCCART  451575.8  3742839.8  0  0
RE DISCCART  451561.8  3742853.6  0  0
RE DISCCART  451526.1  3742888.6  0  0
RE DISCCART  451490.5  3742923.7  0  0
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RE DISCCART  451454.8  3742958.7  0  0
RE DISCCART  451419.1  3742993.7  0  0
RE DISCCART  451386.3  3743026.0  0  0
RE DISCCART  451383.7  3743029.0  0  0
RE DISCCART  451350.8  3743066.7  0  0
RE DISCCART  451317.9  3743104.3  0  0
RE DISCCART  451285.0  3743142.0  0  0
RE DISCCART  451252.1  3743179.6  0  0
RE DISCCART  451219.2  3743217.3  0  0
RE DISCCART  451186.3  3743254.9  0  0
RE DISCCART  451153.4  3743292.6  0  0
RE DISCCART  451120.5  3743330.3  0  0
RE DISCCART  451087.7  3743367.9  0  0
RE DISCCART  451077.1  3743380.0  0  0
RE DISCCART  451111.1  3743380.2  0  0
RE DISCCART  451161.1  3743380.4  0  0
RE DISCCART  451211.1  3743380.7  0  0
RE DISCCART  451261.1  3743380.9  0  0
RE DISCCART  451311.1  3743381.2  0  0
RE DISCCART  451361.1  3743381.4  0  0
RE DISCCART  451411.1  3743381.7  0  0
RE DISCCART  451461.1  3743381.9  0  0
RE DISCCART  451511.1  3743382.2  0  0
RE DISCCART  451561.1  3743382.5  0  0
RE DISCCART  451611.1  3743382.7  0  0
RE DISCCART  451661.1  3743383.0  0  0
RE DISCCART  451711.1  3743383.2  0  0
RE DISCCART  451748.7  3743383.4  0  0
RE DISCCART  451761.1  3743383.3  0  0
RE DISCCART  451811.0  3743382.9  0  0
RE DISCCART  451861.0  3743382.4  0  0
RE DISCCART  451911.0  3743382.0  0  0
RE DISCCART  451961.0  3743381.6  0  0
RE DISCCART  452011.0  3743381.1  0  0
RE DISCCART  452061.0  3743380.7  0  0
RE DISCCART  452111.0  3743380.3  0  0
RE DISCCART  452161.0  3743379.9  0  0
RE DISCCART  452211.0  3743379.4  0  0
RE DISCCART  452261.0  3743379.0  0  0
RE DISCCART  452311.0  3743378.6  0  0
RE DISCCART  452330.5  3743378.4  0  0
RE DISCCART  452352.6  3743357.4  0  0
RE DISCCART  452388.8  3743322.9  0  0
RE DISCCART  452425.1  3743288.4  0  0
RE DISCCART  452461.3  3743254.0  0  0
** BOUNDARY  100M
RE DISCCART  452548.2  3743228.8  0  0
RE DISCCART  452525.5  3743218.4  0  0
RE DISCCART  452502.8  3743207.9  0  0
RE DISCCART  452480.1  3743197.5  0  0
RE DISCCART  452457.3  3743187.0  0  0
RE DISCCART  452434.6  3743176.6  0  0
RE DISCCART  452411.9  3743166.2  0  0
RE DISCCART  452389.2  3743155.7  0  0
RE DISCCART  452366.5  3743145.3  0  0
RE DISCCART  452343.8  3743134.8  0  0
RE DISCCART  452321.0  3743124.4  0  0
RE DISCCART  452298.3  3743114.0  0  0
RE DISCCART  452275.6  3743103.5  0  0
RE DISCCART  452252.9  3743093.1  0  0
RE DISCCART  452230.2  3743082.6  0  0
RE DISCCART  452207.5  3743072.2  0  0
RE DISCCART  452184.7  3743061.8  0  0
RE DISCCART  452162.0  3743051.3  0  0
RE DISCCART  452139.3  3743040.9  0  0
RE DISCCART  452116.6  3743030.4  0  0
RE DISCCART  452093.9  3743020.0  0  0
RE DISCCART  452071.2  3743009.6  0  0
RE DISCCART  452048.5  3742999.1  0  0
RE DISCCART  452025.7  3742988.7  0  0
RE DISCCART  452003.0  3742978.2  0  0
RE DISCCART  451980.3  3742967.8  0  0
RE DISCCART  451957.6  3742957.4  0  0
RE DISCCART  451934.9  3742946.9  0  0
RE DISCCART  451912.2  3742936.5  0  0
RE DISCCART  451889.4  3742926.0  0  0
RE DISCCART  451866.7  3742915.6  0  0
RE DISCCART  451844.0  3742905.2  0  0
RE DISCCART  451821.3  3742894.7  0  0
RE DISCCART  451798.6  3742884.3  0  0
RE DISCCART  451775.9  3742873.8  0  0
RE DISCCART  451753.1  3742863.4  0  0
RE DISCCART  451730.4  3742853.0  0  0
RE DISCCART  451707.7  3742842.5  0  0
RE DISCCART  451685.0  3742832.1  0  0
RE DISCCART  451662.3  3742821.6  0  0
RE DISCCART  451639.6  3742811.2  0  0
RE DISCCART  451616.8  3742800.8  0  0
RE DISCCART  451594.1  3742790.3  0  0
RE DISCCART  451571.4  3742779.9  0  0
RE DISCCART  451548.7  3742769.5  0  0
RE DISCCART  451542.5  3742766.6  0  0
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RE DISCCART  451529.3  3742779.1  0  0
RE DISCCART  451511.1  3742796.2  0  0
RE DISCCART  451492.9  3742813.4  0  0
RE DISCCART  451474.7  3742830.6  0  0
RE DISCCART  451456.6  3742847.7  0  0
RE DISCCART  451438.4  3742864.9  0  0
RE DISCCART  451420.2  3742882.0  0  0
RE DISCCART  451402.0  3742899.2  0  0
RE DISCCART  451383.9  3742916.4  0  0
RE DISCCART  451365.7  3742933.5  0  0
RE DISCCART  451347.5  3742950.7  0  0
RE DISCCART  451329.3  3742967.9  0  0
RE DISCCART  451311.1  3742985.0  0  0
RE DISCCART  451306.5  3742989.4  0  0
RE DISCCART  451294.8  3743003.9  0  0
RE DISCCART  451279.0  3743023.3  0  0
RE DISCCART  451263.3  3743042.7  0  0
RE DISCCART  451247.5  3743062.1  0  0
RE DISCCART  451231.8  3743081.5  0  0
RE DISCCART  451216.0  3743100.9  0  0
RE DISCCART  451200.3  3743120.3  0  0
RE DISCCART  451184.5  3743139.8  0  0
RE DISCCART  451168.8  3743159.2  0  0
RE DISCCART  451153.0  3743178.6  0  0
RE DISCCART  451137.3  3743198.0  0  0
RE DISCCART  451121.5  3743217.4  0  0
RE DISCCART  451105.8  3743236.8  0  0
RE DISCCART  451090.0  3743256.2  0  0
RE DISCCART  451074.3  3743275.7  0  0
RE DISCCART  451058.5  3743295.1  0  0
RE DISCCART  451042.8  3743314.5  0  0
RE DISCCART  451027.0  3743333.9  0  0
RE DISCCART  451011.3  3743353.3  0  0
RE DISCCART  450995.5  3743372.7  0  0
RE DISCCART  450979.8  3743392.2  0  0
RE DISCCART  450964.0  3743411.6  0  0
RE DISCCART  450948.3  3743431.0  0  0
RE DISCCART  450942.4  3743438.2  0  0
RE DISCCART  450958.1  3743438.1  0  0
RE DISCCART  450983.1  3743437.9  0  0
RE DISCCART  451008.1  3743437.7  0  0
RE DISCCART  451033.1  3743437.5  0  0
RE DISCCART  451058.1  3743437.3  0  0
RE DISCCART  451083.1  3743437.1  0  0
RE DISCCART  451108.1  3743436.8  0  0
RE DISCCART  451133.1  3743436.6  0  0
RE DISCCART  451158.1  3743436.4  0  0
RE DISCCART  451183.1  3743436.2  0  0
RE DISCCART  451208.1  3743436.0  0  0
RE DISCCART  451233.1  3743435.8  0  0
RE DISCCART  451258.1  3743435.6  0  0
RE DISCCART  451283.1  3743435.4  0  0
RE DISCCART  451308.1  3743435.2  0  0
RE DISCCART  451333.1  3743435.0  0  0
RE DISCCART  451358.1  3743434.8  0  0
RE DISCCART  451383.1  3743434.6  0  0
RE DISCCART  451408.1  3743434.4  0  0
RE DISCCART  451433.1  3743434.2  0  0
RE DISCCART  451458.1  3743434.0  0  0
RE DISCCART  451483.1  3743433.8  0  0
RE DISCCART  451508.1  3743433.6  0  0
RE DISCCART  451533.1  3743433.4  0  0
RE DISCCART  451558.1  3743433.2  0  0
RE DISCCART  451583.1  3743433.0  0  0
RE DISCCART  451608.1  3743432.8  0  0
RE DISCCART  451633.1  3743432.6  0  0
RE DISCCART  451658.1  3743432.4  0  0
RE DISCCART  451683.1  3743432.1  0  0
RE DISCCART  451708.1  3743431.9  0  0
RE DISCCART  451733.1  3743431.7  0  0
RE DISCCART  451758.1  3743431.5  0  0
RE DISCCART  451783.1  3743431.3  0  0
RE DISCCART  451808.1  3743431.1  0  0
RE DISCCART  451833.1  3743430.9  0  0
RE DISCCART  451858.1  3743430.7  0  0
RE DISCCART  451883.1  3743430.5  0  0
RE DISCCART  451908.1  3743430.3  0  0
RE DISCCART  451933.1  3743430.1  0  0
RE DISCCART  451958.1  3743429.9  0  0
RE DISCCART  451983.1  3743429.7  0  0
RE DISCCART  452008.1  3743429.5  0  0
RE DISCCART  452033.1  3743429.3  0  0
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RE DISCCART  452108.1  3743428.7  0  0
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RE DISCCART  452158.1  3743428.3  0  0
RE DISCCART  452183.1  3743428.1  0  0
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RE DISCCART  452233.1  3743427.7  0  0
RE DISCCART  452258.1  3743427.5  0  0
RE DISCCART  452283.1  3743427.2  0  0
```

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RE DISCCART  452308.1  3743427.0  0  0
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RE DISCCART  452358.1  3743426.6  0  0
RE DISCCART  452362.1  3743426.6  0  0
RE DISCCART  452360.4  3743423.3  0  0
RE DISCCART  452372.4  3743410.9  0  0
RE DISCCART  452389.7  3743392.9  0  0
RE DISCCART  452407.1  3743374.9  0  0
RE DISCCART  452424.5  3743356.9  0  0
RE DISCCART  452441.8  3743339.0  0  0
RE DISCCART  452459.2  3743321.0  0  0
RE DISCCART  452476.6  3743303.0  0  0
RE DISCCART  452493.9  3743285.0  0  0
RE DISCCART  452511.3  3743267.0  0  0
RE DISCCART  452528.7  3743249.0  0  0
RE DISCCART  452546.0  3743231.0  0  0
** BOUNDARY  200M
RE DISCCART  452719.5  3743202.2  0  0
RE DISCCART  452628.7  3743160.4  0  0
RE DISCCART  452537.8  3743118.6  0  0
RE DISCCART  452447.0  3743076.8  0  0
RE DISCCART  452356.1  3743035.0  0  0
RE DISCCART  452265.3  3742993.2  0  0
RE DISCCART  452174.4  3742951.5  0  0
RE DISCCART  452083.6  3742909.7  0  0
RE DISCCART  451992.7  3742867.9  0  0
RE DISCCART  451901.9  3742826.1  0  0
RE DISCCART  451811.0  3742784.3  0  0
RE DISCCART  451720.2  3742742.5  0  0
RE DISCCART  451629.3  3742700.7  0  0
RE DISCCART  451538.5  3742658.9  0  0
RE DISCCART  451494.3  3742638.6  0  0
RE DISCCART  451460.5  3742677.3  0  0
RE DISCCART  451394.8  3742752.7  0  0
RE DISCCART  451329.1  3742828.1  0  0
RE DISCCART  451263.4  3742903.5  0  0
RE DISCCART  451197.7  3742978.9  0  0
RE DISCCART  451132.0  3743054.2  0  0
RE DISCCART  451066.3  3743129.6  0  0
RE DISCCART  451000.6  3743205.0  0  0
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RE DISCCART  450737.8  3743506.5  0  0
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RE DISCCART  450850.4  3743544.8  0  0
RE DISCCART  450950.3  3743543.9  0  0
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RE DISCCART  451150.3  3743541.9  0  0
RE DISCCART  451250.3  3743540.9  0  0
RE DISCCART  451350.3  3743539.9  0  0
RE DISCCART  451450.3  3743538.9  0  0
RE DISCCART  451550.3  3743537.9  0  0
RE DISCCART  451650.3  3743537.0  0  0
RE DISCCART  451750.3  3743536.0  0  0
RE DISCCART  451850.3  3743535.0  0  0
RE DISCCART  451950.3  3743534.0  0  0
RE DISCCART  452050.3  3743533.0  0  0
RE DISCCART  452150.3  3743532.0  0  0
RE DISCCART  452250.3  3743531.0  0  0
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RE DISCCART  452395.3  3743529.6  0  0
RE DISCCART  452433.5  3743491.4  0  0
RE DISCCART  452434.2  3743490.7  0  0
RE DISCCART  452504.5  3743419.6  0  0
RE DISCCART  452574.8  3743348.5  0  0
RE DISCCART  452645.1  3743277.4  0  0
RE DISCCART  452715.4  3743206.3  0  0
** BOUNDARY  500M
RE DISCCART  453238.9  3743099.6  0  0
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RE DISCCART  453102.2  3743037.9  0  0
RE DISCCART  453033.8  3743007.0  0  0
RE DISCCART  452965.5  3742976.2  0  0
RE DISCCART  452897.1  3742945.3  0  0
RE DISCCART  452828.7  3742914.5  0  0
RE DISCCART  452760.4  3742883.6  0  0
RE DISCCART  452692.0  3742852.8  0  0
RE DISCCART  452623.6  3742821.9  0  0
RE DISCCART  452555.3  3742791.1  0  0
RE DISCCART  452486.9  3742760.2  0  0
RE DISCCART  452418.6  3742729.4  0  0
RE DISCCART  452350.2  3742698.5  0  0
RE DISCCART  452281.8  3742667.7  0  0
RE DISCCART  452213.5  3742636.8  0  0
RE DISCCART  452145.1  3742606.0  0  0
RE DISCCART  452076.8  3742575.1  0  0
RE DISCCART  452008.4  3742544.3  0  0
RE DISCCART  451940.0  3742513.4  0  0
RE DISCCART  451871.7  3742482.6  0  0
RE DISCCART  451803.3  3742451.7  0  0
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RE DISCCART  451735.0  3742420.9  0  0
RE DISCCART  451666.6  3742390.0  0  0
RE DISCCART  451598.2  3742359.2  0  0
RE DISCCART  451529.9  3742328.3  0  0
RE DISCCART  451461.5  3742297.5  0  0
RE DISCCART  451393.1  3742266.6  0  0
RE DISCCART  451360.5  3742251.9  0  0
RE DISCCART  451336.9  3742283.2  0  0
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RE DISCCART  451246.7  3742403.0  0  0
RE DISCCART  451201.6  3742462.9  0  0
RE DISCCART  451156.5  3742522.8  0  0
RE DISCCART  451111.3  3742582.7  0  0
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RE DISCCART  450930.9  3742822.4  0  0
RE DISCCART  450885.7  3742882.3  0  0
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RE DISCCART  450569.9  3743301.7  0  0
RE DISCCART  450524.8  3743361.6  0  0
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RE DISCCART  450389.4  3743541.3  0  0
RE DISCCART  450344.3  3743601.2  0  0
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RE DISCCART  450254.1  3743721.0  0  0
RE DISCCART  450208.9  3743781.0  0  0
RE DISCCART  450163.8  3743840.9  0  0
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RE DISCCART  450211.9  3743853.4  0  0
RE DISCCART  450286.9  3743852.3  0  0
RE DISCCART  450361.9  3743851.1  0  0
RE DISCCART  450436.8  3743850.0  0  0
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RE DISCCART  450586.8  3743847.7  0  0
RE DISCCART  450661.8  3743846.5  0  0
RE DISCCART  450736.8  3743845.4  0  0
RE DISCCART  450811.8  3743844.2  0  0
RE DISCCART  450886.8  3743843.1  0  0
RE DISCCART  450961.8  3743841.9  0  0
RE DISCCART  451036.8  3743840.8  0  0
RE DISCCART  451111.8  3743839.7  0  0
RE DISCCART  451186.8  3743838.5  0  0
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RE DISCCART  451786.7  3743829.3  0  0
RE DISCCART  451861.7  3743828.2  0  0
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RE DISCCART  452011.7  3743825.9  0  0
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RE DISCCART  452161.6  3743823.6  0  0
RE DISCCART  452236.6  3743822.5  0  0
RE DISCCART  452311.6  3743821.3  0  0
RE DISCCART  452386.6  3743820.2  0  0
RE DISCCART  452461.6  3743819.0  0  0
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RE DISCCART  452799.2  3743551.9  0  0
RE DISCCART  452851.5  3743498.1  0  0
RE DISCCART  452903.8  3743444.4  0  0
RE DISCCART  452956.1  3743390.6  0  0
RE DISCCART  453008.3  3743336.8  0  0
RE DISCCART  453060.6  3743283.0  0  0
RE DISCCART  453112.9  3743229.2  0  0
RE DISCCART  453165.2  3743175.5  0  0
RE DISCCART  453217.4  3743121.7  0  0
RE FINISHED

ME STARTING
ME SURFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC"
** SURFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC"
ME PROFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL"
** PROFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL"
ME SURFDATA  0 2008
ME UAIRDATA  3190 2008
ME SITEDATA  00099999 2008
ME PROFBASE  0  METERS
```

```
ME STARTEND  2012  1  1  1  2012  12  31  24
ME FINISHED

OU STARTING
OU RECTABLE  24  FIRST
OU FILEFORM  FIX
OU PLOTFILE  24  ALL  FIRST  ALL`24`FIRST.plt  10000
OU FINISHED

** ************************************************************************
** It is recommended that the user not edit any data below this line
** ************************************************************************


** AMPTYPE
** AMPDATUM  -1
** AMPZONE  -1
** AMPHEMISPHERE

** PROJECTIONWKT
PROJCS["UTM_6326_Zone11",GEOGCS["WGS_84",DATUM["World_Geodetic_System_1984",SPHEROID["WGS_1984",6378137,298.257223563],TOWGS84[0,0,0,0,0,0,0]],PRIMEM["G
reenwich",0],UNIT["Degree",0.0174532925199433]],PROJECTION["Universal_Transverse_Mercator"],PARAMETER["Zone",11],UNIT["Meter",1,AUTHORITY["EPSG","9001"]
]]
** PROJECTION  UTM
** DATUM  WGE
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE UserDefined
** AERMODEXE  AERMOD_BREEZE_19191_64.EXE
** AERMAPEXE  AERMAP_EPA_18081_64.EXE


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

 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                      ***        18:45:23
                                                                                                                         PAGE   1
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                          ***     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 RURAL Dispersion Only.

 **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.

 **Other Options Specified:
        TEMP_Sub - Meteorological data includes TEMP substitutions

 **Model Assumes No FLAGPOLE Receptor Heights.

 **The User Specified a Pollutant Type of:  PM10

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

 **This Run Includes:      1 Source(s);       1 Source Group(s); and     888 Receptor(s)

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

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

 **The AERMET Input Meteorological Data Version Date:  14134

 **Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

 **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) =     0.00 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                  Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
                  Output Units   = MICROGRAMS/M**3

 **Approximate Storage Requirements of Model =      3.6 MB of RAM.

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

 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                         ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:45:23
                                                                                                                        PAGE   2
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                              *** AREAPOLY SOURCE DATA ***

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

 JUVEM000         0   0.14100E-07  451194.7 3743326.2     0.0     3.00      12         1.00     NO
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                         ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:45:23
                                                                                                                        PAGE   3
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                          *** SOURCE IDs DEFINING SOURCE GROUPS ***

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


  ALL        JUVEM000    ,
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                         ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:45:23
                                                                                                                        PAGE   4
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                       *** GRIDDED RECEPTOR NETWORK SUMMARY ***

                                  *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

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

       450567.8,  450689.3,  450810.8,  450932.3,  451053.8,  451175.3,  451296.8,  451418.3,  451539.8,  451661.3,
       451782.8,  451904.3,  452025.8,  452147.3,  452268.8,  452390.3,  452511.8,  452633.3,  452754.8,  452876.3,
       452997.8,

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

      3744266.3, 3744147.0, 3744027.7, 3743908.4, 3743789.1, 3743669.8, 3743550.5, 3743431.2, 3743311.9, 3743192.6,
      3743073.3, 3742954.0, 3742834.7, 3742715.4, 3742596.1, 3742476.8, 3742357.5, 3742238.2, 3742118.9, 3741999.6,
      3741880.3,
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                         ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                     ***        18:45:23
                                                                                                                        PAGE   5
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                  *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                              * ELEVATION HEIGHTS IN METERS *

    Y-COORD  |                                          X-COORD (METERS)
    (METERS) |     450567.80    450689.30    450810.80    450932.30    451053.80    451175.30    451296.80    451418.30    451539.80
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

  3741880.30 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3741999.60 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742118.90 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742238.20 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742357.50 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742476.80 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742596.10 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
  3742715.40 |          0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00
```

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450567.80 | 450689.30 | 450810.80 | 450932.30 | 451053.80 | 451175.30 | 451296.80 | 451418.30 | 451539.80 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451661.30 | 451782.80 | 451904.30 | 452025.80 | 452147.30 | 452268.80 | 452390.30 | 452511.80 | 452633.30 |
|---|---|---|---|---|---|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452754.80 | 452876.30 | 452997.80 |
|---|---|---|---|
| 3741880.30 | 0.00 | 0.00 | 0.00 |
| 3741999.60 | 0.00 | 0.00 | 0.00 |
| 3742118.90 | 0.00 | 0.00 | 0.00 |
| 3742238.20 | 0.00 | 0.00 | 0.00 |
| 3742357.50 | 0.00 | 0.00 | 0.00 |
| 3742476.80 | 0.00 | 0.00 | 0.00 |
| 3742596.10 | 0.00 | 0.00 | 0.00 |
| 3742715.40 | 0.00 | 0.00 | 0.00 |
| 3742834.70 | 0.00 | 0.00 | 0.00 |
| 3742954.00 | 0.00 | 0.00 | 0.00 |
| 3743073.30 | 0.00 | 0.00 | 0.00 |
| 3743192.60 | 0.00 | 0.00 | 0.00 |
| 3743311.90 | 0.00 | 0.00 | 0.00 |
| 3743431.20 | 0.00 | 0.00 | 0.00 |
| 3743550.50 | 0.00 | 0.00 | 0.00 |
| 3743669.80 | 0.00 | 0.00 | 0.00 |
| 3743789.10 | 0.00 | 0.00 | 0.00 |
| 3743908.40 | 0.00 | 0.00 | 0.00 |
| 3744027.70 | 0.00 | 0.00 | 0.00 |
| 3744147.00 | 0.00 | 0.00 | 0.00 |
| 3744266.30 | 0.00 | 0.00 | 0.00 |

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

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

```
( 452418.6, 3743245.4,       0.0,       0.0,       0.0);         ( 452373.0, 3743225.0,       0.0,       0.0,       0.0);
( 452327.3, 3743204.5,       0.0,       0.0,       0.0);         ( 452281.7, 3743184.1,       0.0,       0.0,       0.0);
( 452236.1, 3743163.7,       0.0,       0.0,       0.0);         ( 452190.4, 3743143.3,       0.0,       0.0,       0.0);
( 452144.8, 3743122.8,       0.0,       0.0,       0.0);         ( 452099.1, 3743102.4,       0.0,       0.0,       0.0);
( 452053.5, 3743082.0,       0.0,       0.0,       0.0);         ( 452007.9, 3743061.5,       0.0,       0.0,       0.0);
( 451962.2, 3743041.1,       0.0,       0.0,       0.0);         ( 451916.6, 3743020.7,       0.0,       0.0,       0.0);
( 451871.0, 3743000.2,       0.0,       0.0,       0.0);         ( 451825.3, 3742979.8,       0.0,       0.0,       0.0);
( 451779.7, 3742959.4,       0.0,       0.0,       0.0);         ( 451734.1, 3742939.0,       0.0,       0.0,       0.0);
( 451688.4, 3742918.5,       0.0,       0.0,       0.0);         ( 451642.8, 3742898.1,       0.0,       0.0,       0.0);
( 451597.2, 3742877.7,       0.0,       0.0,       0.0);         ( 451594.1, 3742876.3,       0.0,       0.0,       0.0);
( 451559.4, 3742907.5,       0.0,       0.0,       0.0);         ( 451522.3, 3742941.0,       0.0,       0.0,       0.0);
( 451485.1, 3742974.4,       0.0,       0.0,       0.0);         ( 451447.9, 3743007.8,       0.0,       0.0,       0.0);
( 451411.2, 3743040.9,       0.0,       0.0,       0.0);         ( 451410.8, 3743041.3,       0.0,       0.0,       0.0);
( 451378.1, 3743079.1,       0.0,       0.0,       0.0);         ( 451345.3, 3743116.9,       0.0,       0.0,       0.0);
( 451312.6, 3743154.7,       0.0,       0.0,       0.0);         ( 451279.8, 3743192.5,       0.0,       0.0,       0.0);
( 451247.1, 3743230.3,       0.0,       0.0,       0.0);         ( 451214.3, 3743268.0,       0.0,       0.0,       0.0);
( 451181.6, 3743305.8,       0.0,       0.0,       0.0);         ( 451148.8, 3743343.6,       0.0,       0.0,       0.0);
( 451140.3, 3743353.4,       0.0,       0.0,       0.0);         ( 451177.3, 3743353.8,       0.0,       0.0,       0.0);
( 451227.3, 3743354.4,       0.0,       0.0,       0.0);         ( 451277.3, 3743354.9,       0.0,       0.0,       0.0);
( 451327.3, 3743355.5,       0.0,       0.0,       0.0);         ( 451377.3, 3743356.0,       0.0,       0.0,       0.0);
( 451427.3, 3743356.6,       0.0,       0.0,       0.0);         ( 451477.3, 3743357.1,       0.0,       0.0,       0.0);
( 451527.3, 3743357.7,       0.0,       0.0,       0.0);         ( 451577.3, 3743358.2,       0.0,       0.0,       0.0);
( 451594.1, 3743358.4,       0.0,       0.0,       0.0);         ( 451627.3, 3743358.1,       0.0,       0.0,       0.0);
( 451677.3, 3743357.7,       0.0,       0.0,       0.0);         ( 451727.3, 3743357.2,       0.0,       0.0,       0.0);
( 451777.3, 3743356.8,       0.0,       0.0,       0.0);         ( 451827.3, 3743356.3,       0.0,       0.0,       0.0);
( 451877.3, 3743355.9,       0.0,       0.0,       0.0);         ( 451927.3, 3743355.4,       0.0,       0.0,       0.0);
( 451977.3, 3743355.0,       0.0,       0.0,       0.0);         ( 452027.3, 3743354.5,       0.0,       0.0,       0.0);
( 452077.3, 3743354.1,       0.0,       0.0,       0.0);         ( 452127.3, 3743353.6,       0.0,       0.0,       0.0);
( 452177.3, 3743353.2,       0.0,       0.0,       0.0);         ( 452227.3, 3743352.7,       0.0,       0.0,       0.0);
( 452277.3, 3743352.3,       0.0,       0.0,       0.0);         ( 452327.3, 3743351.8,       0.0,       0.0,       0.0);
( 452328.8, 3743351.8,       0.0,       0.0,       0.0);         ( 452360.1, 3743314.8,       0.0,       0.0,       0.0);
( 452392.3, 3743276.6,       0.0,       0.0,       0.0);         ( 452466.8, 3743248.7,       0.0,       0.0,       0.0);
( 452421.4, 3743227.8,       0.0,       0.0,       0.0);         ( 452375.9, 3743207.0,       0.0,       0.0,       0.0);
( 452330.5, 3743186.1,       0.0,       0.0,       0.0);         ( 452285.0, 3743165.3,       0.0,       0.0,       0.0);
( 452239.6, 3743144.4,       0.0,       0.0,       0.0);         ( 452194.1, 3743123.6,       0.0,       0.0,       0.0);
( 452148.7, 3743102.7,       0.0,       0.0,       0.0);         ( 452103.3, 3743081.9,       0.0,       0.0,       0.0);
( 452057.8, 3743061.0,       0.0,       0.0,       0.0);         ( 452012.4, 3743040.2,       0.0,       0.0,       0.0);
( 451966.9, 3743019.3,       0.0,       0.0,       0.0);         ( 451921.5, 3742998.4,       0.0,       0.0,       0.0);
( 451876.0, 3742977.6,       0.0,       0.0,       0.0);         ( 451830.6, 3742956.7,       0.0,       0.0,       0.0);
( 451785.2, 3742935.9,       0.0,       0.0,       0.0);         ( 451739.7, 3742915.0,       0.0,       0.0,       0.0);
( 451694.3, 3742894.2,       0.0,       0.0,       0.0);         ( 451648.8, 3742873.3,       0.0,       0.0,       0.0);
( 451603.4, 3742852.5,       0.0,       0.0,       0.0);         ( 451575.8, 3742839.8,       0.0,       0.0,       0.0);
( 451561.8, 3742853.6,       0.0,       0.0,       0.0);         ( 451526.1, 3742888.6,       0.0,       0.0,       0.0);
( 451490.5, 3742923.7,       0.0,       0.0,       0.0);         ( 451454.8, 3742958.7,       0.0,       0.0,       0.0);
( 451419.1, 3742993.7,       0.0,       0.0,       0.0);         ( 451386.3, 3743026.0,       0.0,       0.0,       0.0);
```



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

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

```
( 451383.7, 3743029.0,       0.0,       0.0,       0.0);         ( 451350.8, 3743066.7,       0.0,       0.0,       0.0);
( 451317.9, 3743104.3,       0.0,       0.0,       0.0);         ( 451285.0, 3743142.0,       0.0,       0.0,       0.0);
( 451252.1, 3743179.6,       0.0,       0.0,       0.0);         ( 451219.2, 3743217.3,       0.0,       0.0,       0.0);
( 451186.3, 3743254.9,       0.0,       0.0,       0.0);         ( 451153.4, 3743292.6,       0.0,       0.0,       0.0);
( 451120.5, 3743330.3,       0.0,       0.0,       0.0);         ( 451087.7, 3743367.9,       0.0,       0.0,       0.0);
( 451077.1, 3743380.0,       0.0,       0.0,       0.0);         ( 451111.1, 3743380.2,       0.0,       0.0,       0.0);
( 451161.1, 3743380.4,       0.0,       0.0,       0.0);         ( 451211.1, 3743380.7,       0.0,       0.0,       0.0);
( 451261.1, 3743380.9,       0.0,       0.0,       0.0);         ( 451311.1, 3743381.2,       0.0,       0.0,       0.0);
( 451361.1, 3743381.4,       0.0,       0.0,       0.0);         ( 451411.1, 3743381.7,       0.0,       0.0,       0.0);
( 451461.1, 3743381.9,       0.0,       0.0,       0.0);         ( 451511.1, 3743382.2,       0.0,       0.0,       0.0);
( 451561.1, 3743382.5,       0.0,       0.0,       0.0);         ( 451611.1, 3743382.7,       0.0,       0.0,       0.0);
( 451661.1, 3743383.0,       0.0,       0.0,       0.0);         ( 451711.1, 3743383.2,       0.0,       0.0,       0.0);
( 451748.7, 3743383.4,       0.0,       0.0,       0.0);         ( 451761.1, 3743383.3,       0.0,       0.0,       0.0);
( 451811.0, 3743382.9,       0.0,       0.0,       0.0);         ( 451861.0, 3743382.4,       0.0,       0.0,       0.0);
( 451911.0, 3743382.0,       0.0,       0.0,       0.0);         ( 451961.0, 3743381.6,       0.0,       0.0,       0.0);
( 452011.0, 3743381.1,       0.0,       0.0,       0.0);         ( 452061.0, 3743380.7,       0.0,       0.0,       0.0);
( 452111.0, 3743380.3,       0.0,       0.0,       0.0);         ( 452161.0, 3743379.9,       0.0,       0.0,       0.0);
( 452211.0, 3743379.4,       0.0,       0.0,       0.0);         ( 452261.0, 3743379.0,       0.0,       0.0,       0.0);
( 452311.0, 3743378.6,       0.0,       0.0,       0.0);         ( 452330.5, 3743378.4,       0.0,       0.0,       0.0);
( 452352.6, 3743357.4,       0.0,       0.0,       0.0);         ( 452388.8, 3743322.9,       0.0,       0.0,       0.0);
( 452425.1, 3743288.4,       0.0,       0.0,       0.0);         ( 452461.3, 3743254.0,       0.0,       0.0,       0.0);
( 452548.2, 3743228.8,       0.0,       0.0,       0.0);         ( 452525.5, 3743218.4,       0.0,       0.0,       0.0);
( 452502.8, 3743207.9,       0.0,       0.0,       0.0);         ( 452480.1, 3743197.5,       0.0,       0.0,       0.0);
( 452457.3, 3743187.0,       0.0,       0.0,       0.0);         ( 452434.6, 3743176.6,       0.0,       0.0,       0.0);
( 452411.9, 3743166.2,       0.0,       0.0,       0.0);         ( 452389.2, 3743155.7,       0.0,       0.0,       0.0);
( 452366.5, 3743145.3,       0.0,       0.0,       0.0);         ( 452343.8, 3743134.8,       0.0,       0.0,       0.0);
( 452321.0, 3743124.4,       0.0,       0.0,       0.0);         ( 452298.3, 3743114.0,       0.0,       0.0,       0.0);
( 452275.6, 3743103.5,       0.0,       0.0,       0.0);         ( 452252.9, 3743093.1,       0.0,       0.0,       0.0);
( 452230.2, 3743082.6,       0.0,       0.0,       0.0);         ( 452207.5, 3743072.2,       0.0,       0.0,       0.0);
( 452184.7, 3743061.8,       0.0,       0.0,       0.0);         ( 452162.0, 3743051.3,       0.0,       0.0,       0.0);
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    ( 452139.3, 3743040.9,       0.0,       0.0,       0.0);         ( 452116.6, 3743030.4,       0.0,       0.0,       0.0);
    ( 452093.9, 3743020.0,       0.0,       0.0,       0.0);         ( 452071.2, 3743009.6,       0.0,       0.0,       0.0);
    ( 452048.5, 3742999.1,       0.0,       0.0,       0.0);         ( 452025.7, 3742988.7,       0.0,       0.0,       0.0);
    ( 452003.0, 3742978.2,       0.0,       0.0,       0.0);         ( 451980.3, 3742967.8,       0.0,       0.0,       0.0);
    ( 451957.6, 3742957.4,       0.0,       0.0,       0.0);         ( 451934.9, 3742946.9,       0.0,       0.0,       0.0);
    ( 451912.2, 3742936.5,       0.0,       0.0,       0.0);         ( 451889.4, 3742926.0,       0.0,       0.0,       0.0);
    ( 451866.7, 3742915.6,       0.0,       0.0,       0.0);         ( 451844.0, 3742905.2,       0.0,       0.0,       0.0);
    ( 451821.3, 3742894.7,       0.0,       0.0,       0.0);         ( 451798.6, 3742884.3,       0.0,       0.0,       0.0);
    ( 451775.9, 3742873.8,       0.0,       0.0,       0.0);         ( 451753.1, 3742863.4,       0.0,       0.0,       0.0);
    ( 451730.4, 3742853.0,       0.0,       0.0,       0.0);         ( 451707.7, 3742842.5,       0.0,       0.0,       0.0);
    ( 451685.0, 3742832.1,       0.0,       0.0,       0.0);         ( 451662.3, 3742821.6,       0.0,       0.0,       0.0);
    ( 451639.6, 3742811.2,       0.0,       0.0,       0.0);         ( 451616.8, 3742800.8,       0.0,       0.0,       0.0);
    ( 451594.1, 3742790.3,       0.0,       0.0,       0.0);         ( 451571.4, 3742779.9,       0.0,       0.0,       0.0);
    ( 451548.7, 3742769.5,       0.0,       0.0,       0.0);         ( 451542.5, 3742766.6,       0.0,       0.0,       0.0);
    ( 451529.3, 3742779.1,       0.0,       0.0,       0.0);         ( 451511.1, 3742796.2,       0.0,       0.0,       0.0);
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                       ***       18:45:23
                                                                                                                      PAGE  13

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 451492.9, 3742813.4,       0.0,       0.0,       0.0);         ( 451474.7, 3742830.6,       0.0,       0.0,       0.0);
    ( 451456.6, 3742847.7,       0.0,       0.0,       0.0);         ( 451438.4, 3742864.9,       0.0,       0.0,       0.0);
    ( 451420.2, 3742882.0,       0.0,       0.0,       0.0);         ( 451402.0, 3742899.2,       0.0,       0.0,       0.0);
    ( 451383.9, 3742916.4,       0.0,       0.0,       0.0);         ( 451365.7, 3742933.5,       0.0,       0.0,       0.0);
    ( 451347.5, 3742950.7,       0.0,       0.0,       0.0);         ( 451329.3, 3742967.9,       0.0,       0.0,       0.0);
    ( 451311.1, 3742985.0,       0.0,       0.0,       0.0);         ( 451306.5, 3742989.4,       0.0,       0.0,       0.0);
    ( 451294.8, 3743003.9,       0.0,       0.0,       0.0);         ( 451279.0, 3743023.3,       0.0,       0.0,       0.0);
    ( 451263.3, 3743042.7,       0.0,       0.0,       0.0);         ( 451247.5, 3743062.1,       0.0,       0.0,       0.0);
    ( 451231.8, 3743081.5,       0.0,       0.0,       0.0);         ( 451216.0, 3743100.9,       0.0,       0.0,       0.0);
    ( 451200.3, 3743120.3,       0.0,       0.0,       0.0);         ( 451184.5, 3743139.8,       0.0,       0.0,       0.0);
    ( 451168.8, 3743159.2,       0.0,       0.0,       0.0);         ( 451153.0, 3743178.6,       0.0,       0.0,       0.0);
    ( 451137.3, 3743198.0,       0.0,       0.0,       0.0);         ( 451121.5, 3743217.4,       0.0,       0.0,       0.0);
    ( 451105.8, 3743236.8,       0.0,       0.0,       0.0);         ( 451090.0, 3743256.2,       0.0,       0.0,       0.0);
    ( 451074.3, 3743275.7,       0.0,       0.0,       0.0);         ( 451058.5, 3743295.1,       0.0,       0.0,       0.0);
    ( 451042.8, 3743314.5,       0.0,       0.0,       0.0);         ( 451027.0, 3743333.9,       0.0,       0.0,       0.0);
    ( 451011.3, 3743353.3,       0.0,       0.0,       0.0);         ( 450995.5, 3743372.7,       0.0,       0.0,       0.0);
    ( 450979.8, 3743392.2,       0.0,       0.0,       0.0);         ( 450964.0, 3743411.6,       0.0,       0.0,       0.0);
    ( 450948.3, 3743431.0,       0.0,       0.0,       0.0);         ( 450942.4, 3743438.2,       0.0,       0.0,       0.0);
    ( 450958.1, 3743438.1,       0.0,       0.0,       0.0);         ( 450983.1, 3743437.9,       0.0,       0.0,       0.0);
    ( 451008.1, 3743437.7,       0.0,       0.0,       0.0);         ( 451033.1, 3743437.5,       0.0,       0.0,       0.0);
    ( 451058.1, 3743437.3,       0.0,       0.0,       0.0);         ( 451083.1, 3743437.1,       0.0,       0.0,       0.0);
    ( 451108.1, 3743436.8,       0.0,       0.0,       0.0);         ( 451133.1, 3743436.6,       0.0,       0.0,       0.0);
    ( 451158.1, 3743436.4,       0.0,       0.0,       0.0);         ( 451183.1, 3743436.2,       0.0,       0.0,       0.0);
    ( 451208.1, 3743436.0,       0.0,       0.0,       0.0);         ( 451233.1, 3743435.8,       0.0,       0.0,       0.0);
    ( 451258.1, 3743435.6,       0.0,       0.0,       0.0);         ( 451283.1, 3743435.4,       0.0,       0.0,       0.0);
    ( 451308.1, 3743435.2,       0.0,       0.0,       0.0);         ( 451333.1, 3743435.0,       0.0,       0.0,       0.0);
    ( 451358.1, 3743434.8,       0.0,       0.0,       0.0);         ( 451383.1, 3743434.6,       0.0,       0.0,       0.0);
    ( 451408.1, 3743434.4,       0.0,       0.0,       0.0);         ( 451433.1, 3743434.2,       0.0,       0.0,       0.0);
    ( 451458.1, 3743434.0,       0.0,       0.0,       0.0);         ( 451483.1, 3743433.8,       0.0,       0.0,       0.0);
    ( 451508.1, 3743433.6,       0.0,       0.0,       0.0);         ( 451533.1, 3743433.4,       0.0,       0.0,       0.0);
    ( 451558.1, 3743433.2,       0.0,       0.0,       0.0);         ( 451583.1, 3743433.0,       0.0,       0.0,       0.0);
    ( 451608.1, 3743432.8,       0.0,       0.0,       0.0);         ( 451633.1, 3743432.6,       0.0,       0.0,       0.0);
    ( 451658.1, 3743432.4,       0.0,       0.0,       0.0);         ( 451683.1, 3743432.1,       0.0,       0.0,       0.0);
    ( 451708.1, 3743431.9,       0.0,       0.0,       0.0);         ( 451733.1, 3743431.7,       0.0,       0.0,       0.0);
    ( 451758.1, 3743431.5,       0.0,       0.0,       0.0);         ( 451783.1, 3743431.3,       0.0,       0.0,       0.0);
    ( 451808.1, 3743431.1,       0.0,       0.0,       0.0);         ( 451833.1, 3743430.9,       0.0,       0.0,       0.0);
    ( 451858.1, 3743430.7,       0.0,       0.0,       0.0);         ( 451883.1, 3743430.5,       0.0,       0.0,       0.0);
    ( 451908.1, 3743430.3,       0.0,       0.0,       0.0);         ( 451933.1, 3743430.1,       0.0,       0.0,       0.0);
    ( 451958.1, 3743429.9,       0.0,       0.0,       0.0);         ( 451983.1, 3743429.7,       0.0,       0.0,       0.0);
    ( 452008.1, 3743429.5,       0.0,       0.0,       0.0);         ( 452033.1, 3743429.3,       0.0,       0.0,       0.0);
    ( 452058.1, 3743429.1,       0.0,       0.0,       0.0);         ( 452083.1, 3743428.9,       0.0,       0.0,       0.0);
    ( 452108.1, 3743428.7,       0.0,       0.0,       0.0);         ( 452133.1, 3743428.5,       0.0,       0.0,       0.0);
    ( 452158.1, 3743428.3,       0.0,       0.0,       0.0);         ( 452183.1, 3743428.1,       0.0,       0.0,       0.0);
    ( 452208.1, 3743427.9,       0.0,       0.0,       0.0);         ( 452233.1, 3743427.7,       0.0,       0.0,       0.0);
    ( 452258.1, 3743427.5,       0.0,       0.0,       0.0);         ( 452283.1, 3743427.2,       0.0,       0.0,       0.0);
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                       ***       18:45:23
                                                                                                                      PAGE  14

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 452308.1, 3743427.0,       0.0,       0.0,       0.0);         ( 452333.1, 3743426.8,       0.0,       0.0,       0.0);
    ( 452358.1, 3743426.6,       0.0,       0.0,       0.0);         ( 452362.1, 3743426.6,       0.0,       0.0,       0.0);
    ( 452360.4, 3743423.3,       0.0,       0.0,       0.0);         ( 452372.4, 3743410.9,       0.0,       0.0,       0.0);
    ( 452389.7, 3743392.9,       0.0,       0.0,       0.0);         ( 452407.1, 3743374.9,       0.0,       0.0,       0.0);
    ( 452424.5, 3743356.9,       0.0,       0.0,       0.0);         ( 452441.8, 3743339.0,       0.0,       0.0,       0.0);
    ( 452459.2, 3743321.0,       0.0,       0.0,       0.0);         ( 452476.6, 3743303.0,       0.0,       0.0,       0.0);
    ( 452493.9, 3743285.0,       0.0,       0.0,       0.0);         ( 452511.3, 3743267.0,       0.0,       0.0,       0.0);
    ( 452528.7, 3743249.0,       0.0,       0.0,       0.0);         ( 452546.0, 3743231.0,       0.0,       0.0,       0.0);
    ( 452719.5, 3743202.2,       0.0,       0.0,       0.0);         ( 452628.7, 3743160.4,       0.0,       0.0,       0.0);
    ( 452537.8, 3743118.6,       0.0,       0.0,       0.0);         ( 452447.0, 3743076.8,       0.0,       0.0,       0.0);
    ( 452356.1, 3743035.0,       0.0,       0.0,       0.0);         ( 452265.3, 3742993.2,       0.0,       0.0,       0.0);
    ( 452174.4, 3742951.5,       0.0,       0.0,       0.0);         ( 452083.6, 3742909.7,       0.0,       0.0,       0.0);
    ( 451992.7, 3742867.9,       0.0,       0.0,       0.0);         ( 451901.9, 3742826.1,       0.0,       0.0,       0.0);
    ( 451811.0, 3742784.3,       0.0,       0.0,       0.0);         ( 451720.2, 3742742.5,       0.0,       0.0,       0.0);
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    ( 451629.3, 3742700.7,       0.0,       0.0,       0.0);         ( 451538.5, 3742658.9,       0.0,       0.0,       0.0);
    ( 451494.3, 3742638.6,       0.0,       0.0,       0.0);         ( 451460.5, 3742677.3,       0.0,       0.0,       0.0);
    ( 451394.8, 3742752.7,       0.0,       0.0,       0.0);         ( 451329.1, 3742828.1,       0.0,       0.0,       0.0);
    ( 451263.4, 3742903.5,       0.0,       0.0,       0.0);         ( 451197.7, 3742978.9,       0.0,       0.0,       0.0);
    ( 451132.0, 3743054.2,       0.0,       0.0,       0.0);         ( 451066.3, 3743129.6,       0.0,       0.0,       0.0);
    ( 451000.6, 3743205.0,       0.0,       0.0,       0.0);         ( 450934.9, 3743280.4,       0.0,       0.0,       0.0);
    ( 450869.2, 3743355.8,       0.0,       0.0,       0.0);         ( 450803.5, 3743431.2,       0.0,       0.0,       0.0);
    ( 450737.8, 3743506.5,       0.0,       0.0,       0.0);         ( 450703.1, 3743546.3,       0.0,       0.0,       0.0);
    ( 450750.4, 3743545.8,       0.0,       0.0,       0.0);         ( 450850.4, 3743544.8,       0.0,       0.0,       0.0);
    ( 450950.3, 3743543.9,       0.0,       0.0,       0.0);         ( 451050.3, 3743542.9,       0.0,       0.0,       0.0);
    ( 451150.3, 3743541.9,       0.0,       0.0,       0.0);         ( 451250.3, 3743540.9,       0.0,       0.0,       0.0);
    ( 451350.3, 3743539.9,       0.0,       0.0,       0.0);         ( 451450.3, 3743538.9,       0.0,       0.0,       0.0);
    ( 451550.3, 3743537.9,       0.0,       0.0,       0.0);         ( 451650.3, 3743537.0,       0.0,       0.0,       0.0);
    ( 451750.3, 3743536.0,       0.0,       0.0,       0.0);         ( 451850.3, 3743535.0,       0.0,       0.0,       0.0);
    ( 451950.3, 3743534.0,       0.0,       0.0,       0.0);         ( 452050.3, 3743533.0,       0.0,       0.0,       0.0);
    ( 452150.3, 3743532.0,       0.0,       0.0,       0.0);         ( 452250.3, 3743531.0,       0.0,       0.0,       0.0);
    ( 452350.3, 3743530.0,       0.0,       0.0,       0.0);         ( 452395.3, 3743529.6,       0.0,       0.0,       0.0);
    ( 452433.5, 3743491.4,       0.0,       0.0,       0.0);         ( 452434.2, 3743490.7,       0.0,       0.0,       0.0);
    ( 452504.5, 3743419.6,       0.0,       0.0,       0.0);         ( 452574.8, 3743348.5,       0.0,       0.0,       0.0);
    ( 452645.1, 3743277.4,       0.0,       0.0,       0.0);         ( 452715.4, 3743206.3,       0.0,       0.0,       0.0);
    ( 453238.9, 3743099.6,       0.0,       0.0,       0.0);         ( 453170.5, 3743068.7,       0.0,       0.0,       0.0);
    ( 453102.2, 3743037.9,       0.0,       0.0,       0.0);         ( 453033.8, 3743007.0,       0.0,       0.0,       0.0);
    ( 452965.5, 3742976.2,       0.0,       0.0,       0.0);         ( 452897.1, 3742945.3,       0.0,       0.0,       0.0);
    ( 452828.7, 3742914.5,       0.0,       0.0,       0.0);         ( 452760.4, 3742883.6,       0.0,       0.0,       0.0);
    ( 452692.0, 3742852.8,       0.0,       0.0,       0.0);         ( 452623.6, 3742821.9,       0.0,       0.0,       0.0);
    ( 452555.3, 3742791.1,       0.0,       0.0,       0.0);         ( 452486.9, 3742760.2,       0.0,       0.0,       0.0);
    ( 452418.6, 3742729.4,       0.0,       0.0,       0.0);         ( 452350.2, 3742698.5,       0.0,       0.0,       0.0);
    ( 452281.8, 3742667.7,       0.0,       0.0,       0.0);         ( 452213.5, 3742636.8,       0.0,       0.0,       0.0);
    ( 452145.1, 3742606.0,       0.0,       0.0,       0.0);         ( 452076.8, 3742575.1,       0.0,       0.0,       0.0);
    ( 452008.4, 3742544.3,       0.0,       0.0,       0.0);         ( 451940.0, 3742513.4,       0.0,       0.0,       0.0);
    ( 451871.7, 3742482.6,       0.0,       0.0,       0.0);         ( 451803.3, 3742451.7,       0.0,       0.0,       0.0);
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

    ( 451735.0, 3742420.9,       0.0,       0.0,       0.0);         ( 451666.6, 3742390.0,       0.0,       0.0,       0.0);
    ( 451598.2, 3742359.2,       0.0,       0.0,       0.0);         ( 451529.9, 3742328.3,       0.0,       0.0,       0.0);
    ( 451461.5, 3742297.5,       0.0,       0.0,       0.0);         ( 451393.1, 3742266.6,       0.0,       0.0,       0.0);
    ( 451360.5, 3742251.9,       0.0,       0.0,       0.0);         ( 451336.9, 3742283.2,       0.0,       0.0,       0.0);
    ( 451291.8, 3742343.1,       0.0,       0.0,       0.0);         ( 451246.7, 3742403.0,       0.0,       0.0,       0.0);
    ( 451201.6, 3742462.9,       0.0,       0.0,       0.0);         ( 451156.5, 3742522.8,       0.0,       0.0,       0.0);
    ( 451111.3, 3742582.7,       0.0,       0.0,       0.0);         ( 451066.2, 3742642.7,       0.0,       0.0,       0.0);
    ( 451021.1, 3742702.6,       0.0,       0.0,       0.0);         ( 450976.0, 3742762.5,       0.0,       0.0,       0.0);
    ( 450930.9, 3742822.4,       0.0,       0.0,       0.0);         ( 450885.7, 3742882.3,       0.0,       0.0,       0.0);
    ( 450840.6, 3742942.2,       0.0,       0.0,       0.0);         ( 450795.5, 3743002.1,       0.0,       0.0,       0.0);
    ( 450750.4, 3743062.0,       0.0,       0.0,       0.0);         ( 450705.3, 3743121.9,       0.0,       0.0,       0.0);
    ( 450660.1, 3743181.8,       0.0,       0.0,       0.0);         ( 450615.0, 3743241.8,       0.0,       0.0,       0.0);
    ( 450569.9, 3743301.7,       0.0,       0.0,       0.0);         ( 450524.8, 3743361.6,       0.0,       0.0,       0.0);
    ( 450479.7, 3743421.5,       0.0,       0.0,       0.0);         ( 450434.5, 3743481.4,       0.0,       0.0,       0.0);
    ( 450389.4, 3743541.3,       0.0,       0.0,       0.0);         ( 450344.3, 3743601.2,       0.0,       0.0,       0.0);
    ( 450299.2, 3743661.1,       0.0,       0.0,       0.0);         ( 450254.1, 3743721.0,       0.0,       0.0,       0.0);
    ( 450208.9, 3743781.0,       0.0,       0.0,       0.0);         ( 450163.8, 3743840.9,       0.0,       0.0,       0.0);
    ( 450153.7, 3743854.3,       0.0,       0.0,       0.0);         ( 450211.9, 3743853.4,       0.0,       0.0,       0.0);
    ( 450286.9, 3743852.3,       0.0,       0.0,       0.0);         ( 450361.9, 3743851.1,       0.0,       0.0,       0.0);
    ( 450436.8, 3743850.0,       0.0,       0.0,       0.0);         ( 450511.8, 3743848.8,       0.0,       0.0,       0.0);
    ( 450586.8, 3743847.7,       0.0,       0.0,       0.0);         ( 450661.8, 3743846.5,       0.0,       0.0,       0.0);
    ( 450736.8, 3743845.4,       0.0,       0.0,       0.0);         ( 450811.8, 3743844.2,       0.0,       0.0,       0.0);
    ( 450886.8, 3743843.1,       0.0,       0.0,       0.0);         ( 450961.8, 3743841.9,       0.0,       0.0,       0.0);
    ( 451036.8, 3743840.8,       0.0,       0.0,       0.0);         ( 451111.8, 3743839.7,       0.0,       0.0,       0.0);
    ( 451186.8, 3743838.5,       0.0,       0.0,       0.0);         ( 451261.7, 3743837.4,       0.0,       0.0,       0.0);
    ( 451336.7, 3743836.2,       0.0,       0.0,       0.0);         ( 451411.7, 3743835.1,       0.0,       0.0,       0.0);
    ( 451486.7, 3743833.9,       0.0,       0.0,       0.0);         ( 451561.7, 3743832.8,       0.0,       0.0,       0.0);
    ( 451636.7, 3743831.6,       0.0,       0.0,       0.0);         ( 451711.7, 3743830.5,       0.0,       0.0,       0.0);
    ( 451786.7, 3743829.3,       0.0,       0.0,       0.0);         ( 451861.7, 3743828.2,       0.0,       0.0,       0.0);
    ( 451936.7, 3743827.0,       0.0,       0.0,       0.0);         ( 452011.7, 3743825.9,       0.0,       0.0,       0.0);
    ( 452086.6, 3743824.7,       0.0,       0.0,       0.0);         ( 452161.6, 3743823.6,       0.0,       0.0,       0.0);
    ( 452236.6, 3743822.5,       0.0,       0.0,       0.0);         ( 452311.6, 3743821.3,       0.0,       0.0,       0.0);
    ( 452386.6, 3743820.2,       0.0,       0.0,       0.0);         ( 452461.6, 3743819.0,       0.0,       0.0,       0.0);
    ( 452536.6, 3743817.9,       0.0,       0.0,       0.0);         ( 452540.8, 3743817.8,       0.0,       0.0,       0.0);
    ( 452590.1, 3743767.0,       0.0,       0.0,       0.0);         ( 452642.4, 3743713.3,       0.0,       0.0,       0.0);
    ( 452694.7, 3743659.5,       0.0,       0.0,       0.0);         ( 452747.0, 3743605.7,       0.0,       0.0,       0.0);
    ( 452799.2, 3743551.9,       0.0,       0.0,       0.0);         ( 452851.5, 3743498.1,       0.0,       0.0,       0.0);
    ( 452903.8, 3743444.4,       0.0,       0.0,       0.0);         ( 452956.1, 3743390.6,       0.0,       0.0,       0.0);
    ( 453008.3, 3743336.8,       0.0,       0.0,       0.0);         ( 453060.6, 3743283.0,       0.0,       0.0,       0.0);
    ( 453112.9, 3743229.2,       0.0,       0.0,       0.0);         ( 453165.2, 3743175.5,       0.0,       0.0,       0.0);
    ( 453217.4, 3743121.7,       0.0,       0.0,       0.0);
```



```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                     *** 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

          METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2012   1  1  1
                                                AND END DATE: 2012  12 31 24

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


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

                                        1.54,   3.09,   5.14,   8.23,  10.80,
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                      ***        18:45:23
                                                                                                                      PAGE  17
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

  Surface file:   C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.SFC   Met Version:  14134
  Profile file:   C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\4-23-21\AERMOD\ELSI8.PFL
  Surface format: FREE
  Profile format: FREE
  Surface station no.:        0                  Upper air station no.:     3190
                Name: UNKNOWN                                   Name: UNKNOWN
                Year:   2008                                    Year:   2008

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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
08 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
08 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
08 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
08 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
08 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
08 01 01   1 06 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
08 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
08 01 01   1 08 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.54  999.00  999.   -9.0  283.8    5.5
08 01 01   1 09   27.2 -9.000 -9.000 -9.000   60. -999. -99999.0  0.23   1.00   0.33  999.00  999.   -9.0  285.9    5.5
08 01 01   1 10   74.6 -9.000 -9.000 -9.000  157. -999. -99999.0  0.23   1.00   0.25  999.00  999.   -9.0  288.1    5.5
08 01 01   1 11  107.4 -9.000 -9.000 -9.000  375. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  289.9    5.5
08 01 01   1 12  122.7 -9.000 -9.000 -9.000  578. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  289.9    5.5
08 01 01   1 13  121.3 -9.000 -9.000 -9.000  714. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  291.4    5.5
08 01 01   1 14  102.1 -9.000 -9.000 -9.000  763. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  292.0    5.5
08 01 01   1 15   65.8 -9.000 -9.000 -9.000  792. -999. -99999.0  0.23   1.00   0.27  999.00  999.   -9.0  291.4    5.5
08 01 01   1 16   16.0 -9.000 -9.000 -9.000  798. -999. -99999.0  0.23   1.00   0.36  999.00  999.   -9.0  290.4    5.5
08 01 01   1 17 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.63  999.00  999.   -9.0  288.8    5.5
08 01 01   1 18 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  287.5    5.5
08 01 01   1 19 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  286.4    5.5
08 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  285.4    5.5
08 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
08 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
08 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
08 01 01   1 24 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  282.5    5.5


First hour of profile data
YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
08 01 01 01    5.5 0 -999.  -99.00   284.3   99.0  -99.00  -99.00
08 01 01 01    9.1 1 -999.  -99.00  -999.0   99.0  -99.00  -99.00

F indicates top of profile (=1) or below (=0)
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                      ***        18:45:23
                                                                                                                      PAGE  18
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                             *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                 INCLUDING SOURCE(S):     JUVEM000    ,

                                  *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                       ** CONC OF PM10     IN MICROGRAMS/M**3                          **

 Y-COORD  |                                              X-COORD (METERS)
 (METERS) |       450567.80              450689.30              450810.80              450932.30              451053.80
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.12250m(12111424)      0.14466m(12111424)      0.15672m(12111424)      0.15586m(12111424)      0.14228m(12122124)
3741999.6 |      0.11639 (12112624)      0.14308m(12111424)      0.16628m(12111424)      0.17592m(12111424)      0.16841m(12111424)
3742118.9 |      0.13714 (12112024)      0.13212m(12111424)      0.16758m(12111424)      0.19116m(12111424)      0.19681m(12111424)
3742238.2 |      0.15658 (12112024)      0.15772 (12112024)      0.15763m(12111424)      0.19682m(12111424)      0.22020m(12111424)
3742357.5 |      0.18325 (12010524)      0.17963 (12112024)      0.18403 (12112024)      0.18923m(12111424)      0.23245m(12111424)
3742476.8 |      0.21352 (12010524)      0.22227 (12010524)      0.21554 (12010524)      0.21819 (12112024)      0.22934m(12111424)
3742596.1 |      0.21701 (12010524)      0.24575 (12010524)      0.26751 (12010524)      0.27648 (12010524)      0.26308 (12112024)
3742715.4 |      0.21670 (12010524)      0.25432 (12010524)      0.29154 (12010524)      0.32643 (12010524)      0.35594 (12010524)
3742834.7 |      0.21668 (12010524)      0.26411 (12010524)      0.31680 (12010524)      0.37101 (12010524)      0.42736 (12010524)
```

```
3742954.0 |      0.26837 (12120824)      0.28098 (12120824)      0.31497 (12010524)      0.39601 (12010524)      0.48710 (12010524)
3743073.3 |      0.30188 (12120824)      0.34004 (12120824)      0.38108 (12120824)      0.42690 (12120824)      0.49149 (12120824)
3743192.6 |      0.23936m(12011124)      0.28018m(12011124)      0.32999m(12011124)      0.40087 (12120824)      0.52446m(12102324)
3743311.9 |      0.27128 (12102424)      0.30689 (12102424)      0.35150 (12102424)      0.41746m(12102324)      0.61217m(12102324)
3743431.2 |      0.20115m(12102324)      0.25476m(12102324)      0.33681m(12102324)      0.45204m(12102324)      0.57839m(12102324)
3743550.5 |      0.22201m(12102324)      0.28405m(12102324)      0.34911m(12102324)      0.39490m(12102324)      0.45719m(12102324)
3743669.8 |      0.24314m(12102324)      0.27493m(12102324)      0.29029m(12102324)      0.34241 (12121624)      0.42278 (12121624)
3743789.1 |      0.21946m(12102324)      0.22285m(12102324)      0.27778 (12121624)      0.32831 (12121624)      0.37538 (12121624)
3743908.4 |      0.19025 (12121624)      0.23359 (12121624)      0.26798 (12121624)      0.29861 (12121624)      0.32415 (12121624)
3744027.7 |      0.20098 (12121624)      0.22558 (12121624)      0.24507 (12121624)      0.26443 (12121624)      0.27310 (12121624)
3744147.0 |      0.19373 (12121624)      0.20670 (12121624)      0.21828 (12121624)      0.22856 (12121624)      0.22471 (12121624)
3744266.3 |      0.17769 (12121624)      0.18400 (12121624)      0.19073 (12121624)      0.19314 (12121624)      0.19574 (12060224)
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                      ***       18:45:23
                                                                                                                        PAGE  19

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                          **

 Y-COORD  |                                            X-COORD (METERS)
 (METERS) |       451175.30              451296.80              451418.30              451539.80              451661.30
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.18207m(12122124)      0.20930m(12122124)      0.21151m(12122124)      0.19126m(12122124)      0.16999 (12011824)
3741999.6 |      0.18774m(12122124)      0.22470m(12122124)      0.23641m(12122124)      0.21914m(12122124)      0.19463m(12122124)
3742118.9 |      0.19106m(12122124)      0.23949m(12122124)      0.26376m(12122124)      0.25267m(12122124)      0.23084m(12122124)
3742238.2 |      0.21986m(12111424)      0.25311m(12122124)      0.29347m(12122124)      0.29335m(12122124)      0.27837m(12122124)
3742357.5 |      0.25556m(12111424)      0.26429m(12122124)      0.32541m(12122124)      0.34401m(12122124)      0.34136m(12122124)
3742476.8 |      0.27848m(12111424)      0.30221m(12111424)      0.35910m(12122124)      0.40987m(12122124)      0.42588m(12122124)
3742596.1 |      0.28416m(12111424)      0.34504m(12111424)      0.39310m(12122124)      0.49923m(12122124)      0.54111m(12122124)
3742715.4 |      0.36463 (12010524)      0.37102m(12111424)      0.44660m(12111424)      0.62239m(12122124)      0.70199m(12122124)
3742834.7 |      0.48172 (12010524)      0.52152 (12010524)      0.57844m(12122124)      0.79489m(12122124)      0.93865m(12122124)
3742954.0 |      0.59266 (12010524)      0.70621 (12010524)      0.95337m(12122124)      1.28920m(12122124)      1.27018m(12122124)
3743073.3 |      0.61646 (12010524)      0.80054 (12120824)      1.16035m(12122124)      1.28949m(12122124)      1.29116m(12122124)
3743192.6 |      0.77496m(12102324)      1.19871m(12102324)      1.34886m(12102324)      1.30533m(12102324)      1.20865m(12102324)
3743311.9 |      0.96630m(12102324)      1.22137m(12102324)      1.24342m(12102324)      1.21585m(12102324)      1.16205m(12102324)
3743431.2 |      0.70423m(12102324)      0.84670 (12121624)      0.86794 (12121624)      0.83516 (12121624)      0.78074 (12121624)
3743550.5 |      0.57953 (12121624)      0.63828 (12121624)      0.63316 (12121624)      0.59868 (12121624)      0.54472 (12121624)
3743669.8 |      0.48164 (12121624)      0.49957 (12121624)      0.48208 (12121624)      0.44470 (12121624)      0.38851m(12013024)
3743789.1 |      0.39831 (12121624)      0.39458 (12121624)      0.36960 (12121624)      0.32930 (12121624)      0.30250m(12013024)
3743908.4 |      0.32539 (12121624)      0.30899 (12121624)      0.29009 (12072624)      0.26728 (12072624)      0.25265 (12072324)
3744027.7 |      0.26091 (12121624)      0.26153 (12072624)      0.25428 (12072624)      0.23076 (12072624)      0.21438 (12072324)
3744147.0 |      0.22403 (12072624)      0.23536 (12072624)      0.22408 (12072624)      0.20007 (12072624)      0.18154 (12072324)
3744266.3 |      0.20844 (12072624)      0.21195 (12072624)      0.19793 (12072624)      0.17351 (12072624)      0.15328 (12072324)
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                      ***       18:45:23
                                                                                                                        PAGE  20

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                INCLUDING SOURCE(S):     JUVEM000    ,

                                 *** NETWORK ID: RLPS4001 ;  NETWORK TYPE: GRIDCART ***

                                      ** CONC OF PM10     IN MICROGRAMS/M**3                          **

 Y-COORD  |                                            X-COORD (METERS)
 (METERS) |       451782.80              451904.30              452025.80              452147.30              452268.80
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

3741880.3 |      0.16737m(12012424)      0.17632m(12012424)      0.16473m(12012424)      0.14868 (12122024)      0.15927 (12011724)
3741999.6 |      0.18659m(12012424)      0.19039 (12122024)      0.18031 (12122024)      0.17197 (12011724)      0.18614 (12120424)
3742118.9 |      0.22228m(12122124)      0.22005m(12122124)      0.19985 (12122024)      0.20081 (12011724)      0.22384 (12120424)
3742238.2 |      0.27554m(12122124)      0.26572m(12122124)      0.22687 (12122024)      0.24750 (12120424)      0.25741 (12120424)
3742357.5 |      0.34385m(12122124)      0.31494m(12122124)      0.27565 (12120424)      0.29537 (12120424)      0.28266 (12120424)
3742476.8 |      0.42745m(12122124)      0.36913m(12122124)      0.34897 (12120424)      0.33291 (12120424)      0.31530m(12101424)
3742596.1 |      0.52429m(12122124)      0.44289m(12122124)      0.41149 (12120424)      0.39026m(12101424)      0.37080m(12103024)
3742715.4 |      0.64735m(12122124)      0.56398m(12122124)      0.50172m(12103024)      0.46565m(12103024)      0.42889 (12111924)
3742834.7 |      0.85264m(12122124)      0.73709 (12111924)      0.69217 (12111924)      0.61051 (12111924)      0.51435 (12111924)
3742954.0 |      1.14683 (12111924)      1.03879 (12111924)      0.88823 (12111924)      0.72996 (12111924)      0.57388 (12111924)
3743073.3 |      1.28843m(12111424)      1.25562m(12111424)      1.09405m(12111424)      0.84117 (12111924)      0.62830 (12111924)
3743192.6 |      1.07624m(12111424)      1.10791m(12111424)      1.07393m(12111424)      0.98132m(12111424)      0.76788m(12111424)
3743311.9 |      1.07526m(12102324)      0.96010m(12102324)      0.85446 (12121724)      0.77439 (12110624)      0.71529 (12110624)
3743431.2 |      0.70783 (12121624)      0.63468 (12100524)      0.58169 (12121724)      0.54315 (12121724)      0.49143 (12121724)
3743550.5 |      0.48263 (12100524)      0.43200 (12100524)      0.42218 (12071524)      0.38143 (12071524)      0.34648 (12121724)
3743669.8 |      0.34798 (12100524)      0.31755 (12111724)      0.31968 (12071524)      0.30431 (12071524)      0.26001 (12112524)
3743789.1 |      0.27711 (12072324)      0.25252 (12091624)      0.24281 (12071524)      0.23938 (12071524)      0.21923 (12071524)
3743908.4 |      0.23301 (12072324)      0.20357 (12091624)      0.18011 (12071524)      0.18484 (12071524)      0.18637 (12071524)
3744027.7 |      0.19583 (12072324)      0.16638 (12091624)      0.14833 (12091624)      0.13972 (12071524)      0.15456 (12071524)
3744147.0 |      0.16473 (12072324)      0.13853 (12091624)      0.12810 (12091624)      0.11352 (12091624)      0.12443 (12071524)
3744266.3 |      0.13989 (12072324)      0.12713 (12040424)      0.11149 (12091624)      0.10374 (12091624)      0.09776 (12071524)
 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                      ***       18:45:23
                                                                                                                        PAGE  21

 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                            *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
```

INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 452390.30 | 452511.80 | 452633.30 | 452754.80 | 452876.30 |
|---|---|---|---|---|---|
| 3741880.3 | 0.17405 (12120424) | 0.18272 (12120424) | 0.18752 (12070724) | 0.18815 (12070724) | 0.17332 (12070724) |
| 3741999.6 | 0.20231 (12120424) | 0.20276 (12070724) | 0.20562 (12070724) | 0.18974 (12070724) | 0.16629 (12070724) |
| 3742118.9 | 0.22633 (12120424) | 0.22627 (12070724) | 0.20893 (12070724) | 0.18329 (12070724) | 0.15827 (12012924) |
| 3742238.2 | 0.25124 (12070724) | 0.23179 (12070724) | 0.20575m(12101424) | 0.18953m(12103024) | 0.16534m(12103024) |
| 3742357.5 | 0.26239m(12101424) | 0.24807m(12103024) | 0.22891m(12103024) | 0.19517m(12103024) | 0.17183m(12083124) |
| 3742476.8 | 0.30081m(12103024) | 0.27515m(12103024) | 0.23392m(12103024) | 0.20594 (12111924) | 0.19346 (12111924) |
| 3742596.1 | 0.33029m(12103024) | 0.29552 (12111924) | 0.26123 (12111924) | 0.22698 (12111924) | 0.20462 (12111924) |
| 3742715.4 | 0.38413 (12111924) | 0.33352 (12111924) | 0.27270 (12111924) | 0.23125 (12111924) | 0.20228 (12111924) |
| 3742834.7 | 0.42561 (12111924) | 0.34303 (12111924) | 0.26760 (12111924) | 0.23163m(12111424) | 0.20535m(12111424) |
| 3742954.0 | 0.44306 (12111924) | 0.33091m(12111424) | 0.29024m(12111424) | 0.24702m(12111424) | 0.20529m(12111424) |
| 3743073.3 | 0.45734m(12111424) | 0.38253m(12111424) | 0.30956m(12111424) | 0.24237m(12111424) | 0.18768m(12111424) |
| 3743192.6 | 0.51463m(12111424) | 0.37598m(12111424) | 0.25876m(12111424) | 0.21066 (12050924) | 0.18354 (12050924) |
| 3743311.9 | 0.53668 (12110624) | 0.43083 (12050924) | 0.35224 (12050924) | 0.29674 (12050924) | 0.25617 (12050924) |
| 3743431.2 | 0.39141 (12121724) | 0.28893 (12121724) | 0.23335 (12052124) | 0.21447 (12052124) | 0.19459 (12012624) |
| 3743550.5 | 0.30122 (12121724) | 0.26140 (12121724) | 0.21797 (12121724) | 0.18894m(12072024) | 0.16718 (12122724) |
| 3743669.8 | 0.24651 (12112524) | 0.22459 (12012224) | 0.19099 (12012224) | 0.16628 (12121724) | 0.15910m(12072024) |
| 3743789.1 | 0.20930 (12112524) | 0.20623 (12112524) | 0.18708 (12012224) | 0.16027 (12012224) | 0.12837 (12092724) |
| 3743908.4 | 0.18491 (12071524) | 0.18080 (12112524) | 0.17918 (12112524) | 0.15840 (12012224) | 0.13697 (12012224) |
| 3744027.7 | 0.16320 (12071524) | 0.15924 (12071524) | 0.16091 (12112524) | 0.15852 (12112524) | 0.13821 (12112524) |
| 3744147.0 | 0.14012 (12071524) | 0.14397 (12071524) | 0.13739 (12071524) | 0.14498 (12112524) | 0.14194 (12112524) |
| 3744266.3 | 0.11690 (12071524) | 0.12689 (12071524) | 0.12688 (12071524) | 0.12265 (12112524) | 0.13172 (12112524) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** NETWORK ID: RLPS4001 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 452997.80 |
|---|---|
| 3741880.3 | 0.15155 (12070724) |
| 3741999.6 | 0.14247 (12012924) |
| 3742118.9 | 0.14288m(12103024) |
| 3742238.2 | 0.15107m(12083124) |
| 3742357.5 | 0.16477 (12111924) |
| 3742476.8 | 0.18274 (12111924) |
| 3742596.1 | 0.18370 (12111924) |
| 3742715.4 | 0.17646m(12111424) |
| 3742834.7 | 0.17800m(12111424) |
| 3742954.0 | 0.16822m(12111424) |
| 3743073.3 | 0.14894 (12011924) |
| 3743192.6 | 0.16162 (12050924) |
| 3743311.9 | 0.22512 (12050924) |
| 3743431.2 | 0.17555 (12012624) |
| 3743550.5 | 0.14522m(12062924) |
| 3743669.8 | 0.14099m(12072024) |
| 3743789.1 | 0.12951m(12072024) |
| 3743908.4 | 0.10999 (12092724) |
| 3744027.7 | 0.11848 (12012224) |
| 3744147.0 | 0.12308 (12112524) |
| 3744266.3 | 0.12818 (12112524) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 452418.60 | 3743245.40 | 0.47096 | (12050924) | 452373.00 | 3743225.00 | 0.52987m | (12111424) |
| 452327.30 | 3743204.50 | 0.62273m | (12111424) | 452281.70 | 3743184.10 | 0.72624m | (12111424) |
| 452236.10 | 3743163.70 | 0.82009m | (12111424) | 452190.40 | 3743143.30 | 0.89959m | (12111424) |
| 452144.80 | 3743122.80 | 0.96457m | (12111424) | 452099.10 | 3743102.40 | 1.01865m | (12111424) |
| 452053.50 | 3743082.00 | 1.06229m | (12111424) | 452007.90 | 3743061.50 | 1.09544m | (12111424) |
| 451962.20 | 3743041.10 | 1.11736m | (12111424) | 451916.60 | 3743020.70 | 1.13891 | (12111924) |
| 451871.00 | 3743000.20 | 1.16640 | (12111924) | 451825.30 | 3742979.80 | 1.17619 | (12111924) |
| 451779.70 | 3742959.40 | 1.16091 | (12111924) | 451734.10 | 3742939.00 | 1.12720 | (12122024) |
| 451688.40 | 3742918.50 | 1.13832m | (12122124) | 451642.80 | 3742898.10 | 1.12730m | (12122124) |
| 451597.20 | 3742877.70 | 1.02989m | (12122124) | 451594.10 | 3742876.30 | 1.01988m | (12122124) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 451559.40 | 3742907.50 | 1.10448m | (12122124) | 451522.30 | 3742941.00 | 1.19957m (12122124) |
| 451485.10 | 3742974.40 | 1.21937m | (12122124) | 451447.90 | 3743007.80 | 1.18595m (12122124) |
| 451411.20 | 3743040.90 | 1.11371m | (12122124) | 451410.80 | 3743041.30 | 1.11280m (12122124) |
| 451378.10 | 3743079.10 | 1.03012m | (12122124) | 451345.30 | 3743116.90 | 1.05755m (12102324) |
| 451312.60 | 3743154.70 | 1.11204m | (12102324) | 451279.80 | 3743192.50 | 1.13938m (12102324) |
| 451247.10 | 3743230.30 | 1.13631m | (12102324) | 451214.30 | 3743268.00 | 1.09163m (12102324) |
| 451181.60 | 3743305.80 | 0.99201m | (12102324) | 451148.80 | 3743343.60 | 0.84825m (12102324) |
| 451140.30 | 3743353.40 | 0.81426m | (12102324) | 451177.30 | 3743353.80 | 0.90606m (12102324) |
| 451227.30 | 3743354.40 | 0.98100m | (12102324) | 451277.30 | 3743354.90 | 1.01720m (12102324) |
| 451327.30 | 3743355.50 | 1.06454 | (12121624) | 451377.30 | 3743356.00 | 1.08869 (12121624) |
| 451427.30 | 3743356.60 | 1.09109 | (12121624) | 451477.30 | 3743357.10 | 1.07895 (12121624) |
| 451527.30 | 3743357.70 | 1.06866m | (12013024) | 451577.30 | 3743358.20 | 1.05877m (12013024) |
| 451594.10 | 3743358.40 | 1.05311m | (12013024) | 451627.30 | 3743358.10 | 1.04123m (12013024) |
| 451677.30 | 3743357.70 | 1.01676m | (12013024) | 451727.30 | 3743357.20 | 0.98685m (12013024) |
| 451777.30 | 3743356.80 | 0.95074m | (12013024) | 451827.30 | 3743356.30 | 0.90914m (12013024) |
| 451877.30 | 3743355.90 | 0.86175m | (12013024) | 451927.30 | 3743355.40 | 0.83406 (12112924) |
| 451977.30 | 3743355.00 | 0.80950 | (12112924) | 452027.30 | 3743354.50 | 0.78854 (12121724) |
| 452077.30 | 3743354.10 | 0.76666 | (12121724) | 452127.30 | 3743353.60 | 0.73852 (12121724) |
| 452177.30 | 3743353.20 | 0.70306 | (12121724) | 452227.30 | 3743352.70 | 0.65862 (12121724) |
| 452277.30 | 3743352.30 | 0.60318 | (12121724) | 452327.30 | 3743351.80 | 0.54506 (12121724) |
| 452328.80 | 3743351.80 | 0.54256 | (12121724) | 452360.10 | 3743314.80 | 0.59051 (12110624) |
| 452392.30 | 3743276.60 | 0.55573 | (12050924) | 452466.80 | 3743248.70 | 0.43018 (12050924) |
| 452421.40 | 3743227.80 | 0.46641m | (12111424) | 452375.90 | 3743207.00 | 0.53298m (12111424) |
| 452330.50 | 3743186.10 | 0.60343m | (12111424) | 452285.00 | 3743165.30 | 0.68857m (12111424) |
| 452239.60 | 3743144.40 | 0.77095m | (12111424) | 452194.10 | 3743123.60 | 0.84400m (12111424) |
| 452148.70 | 3743102.70 | 0.90382m | (12111424) | 452103.30 | 3743081.90 | 0.95216m (12111424) |
| 452057.80 | 3743061.00 | 0.98935m | (12111424) | 452012.40 | 3743040.20 | 1.02796 (12111924) |
| 451966.90 | 3743019.30 | 1.07092 | (12111924) | 451921.50 | 3742998.40 | 1.10407 (12111924) |
| 451876.00 | 3742977.60 | 1.12328 | (12111924) | 451830.60 | 3742956.70 | 1.12183 (12111924) |
| 451785.20 | 3742935.90 | 1.09296 | (12111924) | 451739.70 | 3742915.00 | 1.06613m (12122124) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451694.30 | 3742894.20 | 1.07938m | (12122124) | 451648.80 | 3742873.30 | 1.05036m | (12122124) |
| 451603.40 | 3742852.50 | 0.96468m | (12122124) | 451575.80 | 3742839.80 | 0.88687m | (12122124) |
| 451561.80 | 3742853.60 | 0.88833m | (12122124) | 451526.10 | 3742888.60 | 0.95290m | (12122124) |
| 451490.50 | 3742923.70 | 1.04800m | (12122124) | 451454.80 | 3742958.70 | 1.07756m | (12122124) |
| 451419.10 | 3742993.70 | 1.05551m | (12122124) | 451386.30 | 3743026.00 | 1.00028m | (12122124) |
| 451383.70 | 3743029.00 | 0.99546m | (12122124) | 451350.80 | 3743066.70 | 0.91905m | (12122124) |
| 451317.90 | 3743104.30 | 0.91155 | (12120824) | 451285.00 | 3743142.00 | 0.96301m | (12102324) |
| 451252.10 | 3743179.60 | 0.98982m | (12102324) | 451219.20 | 3743217.30 | 0.98905m | (12102324) |
| 451186.30 | 3743254.90 | 0.95406m | (12102324) | 451153.40 | 3743292.60 | 0.88355m | (12102324) |
| 451120.50 | 3743330.30 | 0.77769m | (12102324) | 451087.70 | 3743367.90 | 0.68567m | (12102324) |
| 451077.10 | 3743380.00 | 0.65840m | (12102324) | 451111.10 | 3743380.20 | 0.71785m | (12102324) |
| 451161.10 | 3743380.40 | 0.81016m | (12102324) | 451211.10 | 3743380.70 | 0.87012m | (12102324) |
| 451261.10 | 3743380.90 | 0.92658 | (12121624) | 451311.10 | 3743381.20 | 0.98201 | (12121624) |
| 451361.10 | 3743381.40 | 1.00742 | (12121624) | 451411.10 | 3743381.70 | 1.01240 | (12121624) |
| 451461.10 | 3743381.90 | 1.00358 | (12121624) | 451511.10 | 3743382.20 | 0.98703 | (12121624) |
| 451561.10 | 3743382.50 | 0.96829 | (12121624) | 451611.10 | 3743382.70 | 0.95165m | (12013024) |
| 451661.10 | 3743383.00 | 0.92733m | (12013024) | 451711.10 | 3743383.20 | 0.89761m | (12013024) |
| 451748.70 | 3743383.40 | 0.87177m | (12013024) | 451761.10 | 3743383.30 | 0.86324m | (12013024) |
| 451811.00 | 3743382.90 | 0.82550m | (12013024) | 451861.00 | 3743382.40 | 0.79093 | (12121624) |
| 451911.00 | 3743382.00 | 0.75318 | (12121624) | 451961.00 | 3743381.60 | 0.72452 | (12112924) |
| 452011.00 | 3743381.10 | 0.71903 | (12121724) | 452061.00 | 3743380.70 | 0.70606 | (12121724) |
| 452111.00 | 3743380.30 | 0.68486 | (12121724) | 452161.00 | 3743379.90 | 0.65550 | (12121724) |
| 452211.00 | 3743379.40 | 0.61757 | (12121724) | 452261.00 | 3743379.00 | 0.57526 | (12121724) |
| 452311.00 | 3743378.60 | 0.53691 | (12121724) | 452330.50 | 3743378.40 | 0.51300 | (12121724) |
| 452352.60 | 3743357.40 | 0.49393 | (12121724) | 452388.80 | 3743322.90 | 0.52181 | (12110624) |
| 452425.10 | 3743288.40 | 0.52414 | (12050924) | 452461.30 | 3743254.00 | 0.44594 | (12050924) |
| 452548.20 | 3743228.80 | 0.33691 | (12050924) | 452525.50 | 3743218.40 | 0.33073 | (12050924) |
| 452502.80 | 3743207.90 | 0.37175m | (12111424) | 452480.10 | 3743197.50 | 0.41101m | (12111424) |
| 452457.30 | 3743187.00 | 0.44379m | (12111424) | 452434.60 | 3743176.60 | 0.46833m | (12111424) |
| 452411.90 | 3743166.20 | 0.48715m | (12111424) | 452389.20 | 3743155.70 | 0.50491m | (12111424) |
| 452366.50 | 3743145.30 | 0.52442m | (12111424) | 452343.80 | 3743134.80 | 0.54373m | (12111424) |
| 452321.00 | 3743124.40 | 0.56314m | (12111424) | 452298.30 | 3743114.00 | 0.58809 | (12111924) |
| 452275.60 | 3743103.50 | 0.62927 | (12111924) | 452252.90 | 3743093.10 | 0.66744 | (12111924) |
| 452230.20 | 3743082.60 | 0.70285 | (12111924) | 452207.50 | 3743072.20 | 0.73605 | (12111924) |
| 452184.70 | 3743061.80 | 0.76751 | (12111924) | 452162.00 | 3743051.30 | 0.79700 | (12111924) |
| 452139.30 | 3743040.90 | 0.82498 | (12111924) | 452116.60 | 3743030.40 | 0.85126 | (12111924) |
| 452093.90 | 3743020.00 | 0.87598 | (12111924) | 452071.20 | 3743009.60 | 0.89901 | (12111924) |
| 452048.50 | 3742999.10 | 0.92004 | (12111924) | 452025.70 | 3742988.70 | 0.93933 | (12111924) |
| 452003.00 | 3742978.20 | 0.95602 | (12111924) | 451980.30 | 3742967.80 | 0.97013 | (12111924) |
| 451957.60 | 3742957.40 | 0.98101 | (12111924) | 451934.90 | 3742946.90 | 0.98785 | (12111924) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451912.20 | 3742936.50 | 0.99034 | (12111924) | 451889.40 | 3742926.00 | 0.98739 | (12111924) |
| 451866.70 | 3742915.60 | 0.97851 | (12111924) | 451844.00 | 3742905.20 | 0.96271 | (12111924) |
| 451821.30 | 3742894.70 | 0.93870 | (12111924) | 451798.60 | 3742884.30 | 0.92526m | (12122124) |
| 451775.90 | 3742873.80 | 0.93643m | (12122124) | 451753.10 | 3742863.40 | 0.94312m | (12122124) |
| 451730.40 | 3742853.00 | 0.94305m | (12122124) | 451707.70 | 3742842.50 | 0.93495m | (12122124) |
| 451685.00 | 3742832.10 | 0.92176m | (12122124) | 451662.30 | 3742821.60 | 0.90654m | (12122124) |
| 451639.60 | 3742811.20 | 0.88356m | (12122124) | 451616.80 | 3742800.80 | 0.84892m | (12122124) |
| 451594.10 | 3742790.30 | 0.80807m | (12122124) | 451571.40 | 3742779.90 | 0.76124m | (12122124) |
| 451548.70 | 3742769.50 | 0.70788m | (12122124) | 451542.50 | 3742766.60 | 0.69251m | (12122124) |
| 451529.30 | 3742779.10 | 0.68303m | (12122124) | 451511.10 | 3742796.20 | 0.66518m | (12122124) |
| 451492.90 | 3742813.40 | 0.65064m | (12122124) | 451474.70 | 3742830.60 | 0.65034m | (12122124) |
| 451456.60 | 3742847.70 | 0.67031m | (12122124) | 451438.40 | 3742864.90 | 0.70365m | (12122124) |
| 451420.20 | 3742882.00 | 0.73563m | (12122124) | 451402.00 | 3742899.20 | 0.75782m | (12122124) |
| 451383.90 | 3742916.40 | 0.76806m | (12122124) | 451365.70 | 3742933.50 | 0.76701m | (12122124) |
| 451347.50 | 3742950.70 | 0.75732m | (12122124) | 451329.30 | 3742967.90 | 0.75987 | (12010524) |
| 451311.10 | 3742985.00 | 0.76020 | (12010524) | 451306.50 | 3742989.40 | 0.75942 | (12010524) |
| 451294.80 | 3743003.90 | 0.75859 | (12010524) | 451279.00 | 3743023.30 | 0.75149 | (12010524) |
| 451263.30 | 3743042.70 | 0.73827 | (12010524) | 451247.50 | 3743062.10 | 0.71899 | (12010524) |
| 451231.80 | 3743081.50 | 0.69429 | (12010524) | 451216.00 | 3743100.90 | 0.68923 | (12120824) |
| 451200.30 | 3743120.30 | 0.68140 | (12120824) | 451184.50 | 3743139.80 | 0.67669m | (12102324) |
| 451168.80 | 3743159.20 | 0.68349m | (12102324) | 451153.00 | 3743178.60 | 0.68637m | (12102324) |
| 451137.30 | 3743198.00 | 0.68626m | (12102324) | 451121.50 | 3743217.40 | 0.68303m | (12102324) |
| 451105.80 | 3743236.80 | 0.67605m | (12102324) | 451090.00 | 3743256.20 | 0.66208m | (12102324) |
| 451074.30 | 3743275.70 | 0.64033m | (12102324) | 451058.50 | 3743295.10 | 0.61450m | (12102324) |
| 451042.80 | 3743314.50 | 0.59070m | (12102324) | 451027.00 | 3743333.90 | 0.56883m | (12102324) |
| 451011.30 | 3743353.30 | 0.54779m | (12102324) | 450995.50 | 3743372.70 | 0.52696m | (12102324) |
| 450979.80 | 3743392.20 | 0.50692m | (12102324) | 450964.00 | 3743411.60 | 0.48752m | (12102324) |
| 450948.30 | 3743431.00 | 0.46898m | (12102324) | 450942.40 | 3743438.20 | 0.46220m | (12102324) |
| 450958.10 | 3743438.10 | 0.47809m | (12102324) | 450983.10 | 3743437.90 | 0.50321m | (12102324) |
| 451008.10 | 3743437.70 | 0.52770m | (12102324) | 451033.10 | 3743437.50 | 0.55162m | (12102324) |
| 451058.10 | 3743437.30 | 0.57580m | (12102324) | 451083.10 | 3743437.10 | 0.60188m | (12102324) |
| 451108.10 | 3743436.80 | 0.63086m | (12102324) | 451133.10 | 3743436.60 | 0.65962m | (12102324) |
| 451158.10 | 3743436.40 | 0.68222m | (12102324) | 451183.10 | 3743436.20 | 0.69620m | (12102324) |
| 451208.10 | 3743436.00 | 0.74058 | (12121624) | 451233.10 | 3743435.80 | 0.77841 | (12121624) |
| 451258.10 | 3743435.60 | 0.80734 | (12121624) | 451283.10 | 3743435.40 | 0.82870 | (12121624) |
| 451308.10 | 3743435.20 | 0.84386 | (12121624) | 451333.10 | 3743435.00 | 0.85393 | (12121624) |
| 451358.10 | 3743434.80 | 0.85973 | (12121624) | 451383.10 | 3743434.60 | 0.86191 | (12121624) |
| 451408.10 | 3743434.40 | 0.86107 | (12121624) | 451433.10 | 3743434.20 | 0.85779 | (12121624) |
| 451458.10 | 3743434.00 | 0.85274 | (12121624) | 451483.10 | 3743433.80 | 0.84651 | (12121624) |
| 451508.10 | 3743433.60 | 0.83950 | (12121624) | 451533.10 | 3743433.40 | 0.83184 | (12121624) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451558.10 | 3743433.20 | 0.82335 | (12121624) | 451583.10 | 3743433.00 | 0.81393 | (12121624) |
| 451608.10 | 3743432.80 | 0.80346 | (12121624) | 451633.10 | 3743432.60 | 0.79192 | (12121624) |
| 451658.10 | 3743432.40 | 0.77940 | (12121624) | 451683.10 | 3743432.10 | 0.76633 | (12121624) |
| 451708.10 | 3743431.90 | 0.75235 | (12121624) | 451733.10 | 3743431.70 | 0.73784 | (12121624) |
| 451758.10 | 3743431.50 | 0.72286 | (12121624) | 451783.10 | 3743431.30 | 0.70738 | (12121624) |
| 451808.10 | 3743431.10 | 0.69130 | (12121624) | 451833.10 | 3743430.90 | 0.67444 | (12121624) |
| 451858.10 | 3743430.70 | 0.65988 | (12100524) | 451883.10 | 3743430.50 | 0.64768 | (12100524) |
| 451908.10 | 3743430.30 | 0.63448 | (12100524) | 451933.10 | 3743430.10 | 0.62030 | (12100524) |
| 451958.10 | 3743429.90 | 0.60493 | (12100524) | 451983.10 | 3743429.70 | 0.58870 | (12121724) |
| 452008.10 | 3743429.50 | 0.58794 | (12121724) | 452033.10 | 3743429.30 | 0.58532 | (12121724) |
| 452058.10 | 3743429.10 | 0.58070 | (12121724) | 452083.10 | 3743428.90 | 0.57407 | (12121724) |
| 452108.10 | 3743428.70 | 0.56556 | (12121724) | 452133.10 | 3743428.50 | 0.55546 | (12121724) |
| 452158.10 | 3743428.30 | 0.54428 | (12121724) | 452183.10 | 3743428.10 | 0.53278 | (12121724) |
| 452208.10 | 3743427.90 | 0.52175 | (12121724) | 452233.10 | 3743427.70 | 0.51149 | (12121724) |
| 452258.10 | 3743427.50 | 0.50142 | (12121724) | 452283.10 | 3743427.20 | 0.48979 | (12121724) |
| 452308.10 | 3743427.00 | 0.47284 | (12121724) | 452333.10 | 3743426.80 | 0.44984 | (12121724) |
| 452358.10 | 3743426.60 | 0.42495 | (12121724) | 452362.10 | 3743426.60 | 0.42101 | (12121724) |
| 452360.40 | 3743423.30 | 0.42588 | (12121724) | 452372.40 | 3743410.90 | 0.42443 | (12121724) |
| 452389.70 | 3743392.90 | 0.41588 | (12121724) | 452407.10 | 3743374.90 | 0.39597 | (12121724) |
| 452424.50 | 3743356.90 | 0.40691 | (12110624) | 452441.80 | 3743339.00 | 0.43376 | (12110624) |
| 452459.20 | 3743321.00 | 0.45585 | (12050924) | 452476.60 | 3743303.00 | 0.46782 | (12050924) |
| 452493.90 | 3743285.00 | 0.45512 | (12050924) | 452511.30 | 3743267.00 | 0.42364 | (12050924) |
| 452528.70 | 3743249.00 | 0.38330 | (12050924) | 452546.00 | 3743231.00 | 0.34189 | (12050924) |
| 452719.50 | 3743202.20 | 0.23140 | (12050924) | 452628.70 | 3743160.40 | 0.28747m | (12111424) |
| 452537.80 | 3743118.60 | 0.37426m | (12111424) | 452447.00 | 3743076.80 | 0.42209m | (12111424) |
| 452356.10 | 3743035.00 | 0.48305 | (12111924) | 452265.30 | 3742993.20 | 0.59618 | (12111924) |
| 452174.40 | 3742951.50 | 0.69232 | (12111924) | 452083.60 | 3742909.70 | 0.75838 | (12111924) |
| 451992.70 | 3742867.90 | 0.77488 | (12111924) | 451901.90 | 3742826.10 | 0.71398 | (12111924) |
| 451811.00 | 3742784.30 | 0.73483m | (12122124) | 451720.20 | 3742742.50 | 0.72766m | (12122124) |
| 451629.30 | 3742700.70 | 0.67035m | (12122124) | 451538.50 | 3742658.90 | 0.55805m | (12122124) |
| 451494.30 | 3742638.60 | 0.49432m | (12122124) | 451460.50 | 3742677.30 | 0.47424m | (12122124) |
| 451394.80 | 3742752.70 | 0.45226m | (12111424) | 451329.10 | 3742828.10 | 0.51592 | (12010524) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 451263.40 | 3742903.50 | 0.61004 | (12010524) | 451197.70 | 3742978.90 | 0.63021 | (12010524) |
| 451132.00 | 3743054.20 | 0.56638 | (12010524) | 451066.30 | 3743129.60 | 0.52839 | (12120824) |
| 451000.60 | 3743205.00 | 0.46111m | (12102324) | 450934.90 | 3743280.40 | 0.41683 | (12102424) |
| 450869.20 | 3743355.80 | 0.36718m | (12102324) | 450803.50 | 3743431.20 | 0.33092m | (12102324) |
| 450737.80 | 3743506.50 | 0.30352m | (12102324) | 450703.10 | 3743546.30 | 0.29098m | (12102324) |
| 450750.40 | 3743545.80 | 0.31781m | (12102324) | 450850.40 | 3743544.80 | 0.36880m | (12102324) |
| 450950.30 | 3743543.90 | 0.40660m | (12102324) | 451050.30 | 3743542.90 | 0.46182m | (12102324) |
| 451150.30 | 3743541.90 | 0.56429 | (12121624) | 451250.30 | 3743540.90 | 0.63676 | (12121624) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 451350.30 | 3743539.90 | 0.65773 | (12121624) | 451450.30 | 3743538.90 | 0.64395 | (12121624) |
| 451550.30 | 3743537.90 | 0.61469 | (12121624) | 451650.30 | 3743537.00 | 0.57192 | (12121624) |
| 451750.30 | 3743536.00 | 0.51522 | (12121624) | 451850.30 | 3743535.00 | 0.47725 | (12100524) |
| 451950.30 | 3743534.00 | 0.44847 | (12071524) | 452050.30 | 3743533.00 | 0.43389 | (12071524) |
| 452150.30 | 3743532.00 | 0.39362 | (12071524) | 452250.30 | 3743531.00 | 0.37231 | (12121724) |
| 452350.30 | 3743530.00 | 0.33227 | (12121724) | 452395.30 | 3743529.60 | 0.31480 | (12121724) |
| 452433.50 | 3743491.40 | 0.32401 | (12121724) | 452434.20 | 3743490.70 | 0.32406 | (12121724) |
| 452504.50 | 3743419.60 | 0.29319 | (12121724) | 452574.80 | 3743348.50 | 0.34008 | (12050924) |
| 452645.10 | 3743277.40 | 0.34243 | (12050924) | 452715.40 | 3743206.30 | 0.23757 | (12050924) |
| 453238.90 | 3743099.60 | 0.12047 | (12041924) | 453170.50 | 3743068.70 | 0.12695 | (12011924) |
| 453102.20 | 3743037.90 | 0.13596 | (12011924) | 453033.80 | 3743007.00 | 0.14940m | (12111424) |
| 452965.50 | 3742976.20 | 0.17491m | (12111424) | 452897.10 | 3742945.30 | 0.19912m | (12111424) |
| 452828.70 | 3742914.50 | 0.22067m | (12111424) | 452760.40 | 3742883.60 | 0.23795m | (12111424) |
| 452692.00 | 3742852.80 | 0.24831m | (12111424) | 452623.60 | 3742821.90 | 0.27320 | (12111924) |
| 452555.30 | 3742791.10 | 0.31438 | (12111924) | 452486.90 | 3742760.20 | 0.35420 | (12111924) |
| 452418.60 | 3742729.40 | 0.37891 | (12111924) | 452350.20 | 3742698.50 | 0.38871 | (12111924) |
| 452281.80 | 3742667.70 | 0.38835m | (12103024) | 452213.50 | 3742636.80 | 0.40471m | (12103024) |
| 452145.10 | 3742606.00 | 0.39738m | (12103024) | 452076.80 | 3742575.10 | 0.39153m | (12101424) |
| 452008.40 | 3742544.30 | 0.38948 | (12120424) | 451940.00 | 3742513.40 | 0.36585 | (12120424) |
| 451871.70 | 3742482.60 | 0.39242m | (12122124) | 451803.30 | 3742451.70 | 0.40420m | (12122124) |
| 451735.00 | 3742420.90 | 0.38832m | (12122124) | 451666.60 | 3742390.00 | 0.36222m | (12122124) |
| 451598.20 | 3742359.20 | 0.34277m | (12122124) | 451529.90 | 3742328.30 | 0.33090m | (12122124) |
| 451461.50 | 3742297.50 | 0.31714m | (12122124) | 451393.10 | 3742266.60 | 0.29449m | (12122124) |
| 451360.50 | 3742251.90 | 0.28092m | (12122124) | 451336.90 | 3742283.20 | 0.27671m | (12122124) |
| 451291.80 | 3742343.10 | 0.26021m | (12122124) | 451246.70 | 3742403.00 | 0.27241m | (12111424) |
| 451201.60 | 3742462.90 | 0.28404m | (12111424) | 451156.50 | 3742522.80 | 0.27400m | (12111424) |
| 451111.30 | 3742582.70 | 0.26122 | (12112024) | 451066.20 | 3742642.70 | 0.30360 | (12010524) |
| 451021.10 | 3742702.60 | 0.34252 | (12010524) | 450976.00 | 3742762.50 | 0.35765 | (12010524) |
| 450930.90 | 3742822.40 | 0.36566 | (12010524) | 450885.70 | 3742882.30 | 0.36168 | (12010524) |
| 450840.60 | 3742942.20 | 0.33611 | (12010524) | 450795.50 | 3743002.10 | 0.33861 | (12120824) |
| 450750.40 | 3743062.00 | 0.35863 | (12120824) | 450705.30 | 3743121.90 | 0.33253 | (12120824) |
| 450660.10 | 3743181.80 | 0.26556m | (12011124) | 450615.00 | 3743241.80 | 0.26503m | (12011124) |
| 450569.90 | 3743301.70 | 0.27071 | (12102424) | 450524.80 | 3743361.60 | 0.25122 | (12102424) |
| 450479.70 | 3743421.50 | 0.20403 | (12102424) | 450434.50 | 3743481.40 | 0.16973 | (12102924) |
| 450389.40 | 3743541.30 | 0.15836m | (12102324) | 450344.30 | 3743601.20 | 0.15464m | (12102324) |
| 450299.20 | 3743661.10 | 0.15238m | (12102324) | 450254.10 | 3743721.00 | 0.15097m | (12102324) |
| 450208.90 | 3743781.00 | 0.14972m | (12102324) | 450163.80 | 3743840.90 | 0.14807m | (12102324) |
| 450153.70 | 3743854.30 | 0.14759m | (12102324) | 450211.90 | 3743853.40 | 0.16007m | (12102324) |
| 450286.90 | 3743852.30 | 0.17499m | (12102324) | 450361.90 | 3743851.10 | 0.18694m | (12102324) |
| 450436.80 | 3743850.00 | 0.19447m | (12102324) | 450511.80 | 3743848.80 | 0.19751m | (12102324) |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): JUVEM000 ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) | X-COORD (M) | Y-COORD (M) | CONC | (YYMMDDHH) |
|---|---|---|---|---|---|---|---|
| 450586.80 | 3743847.70 | 0.19793m | (12102324) | 450661.80 | 3743846.50 | 0.21703 | (12121624) |
| 450736.80 | 3743845.40 | 0.24859 | (12121624) | 450811.80 | 3743844.20 | 0.27630 | (12121624) |
| 450886.80 | 3743843.10 | 0.30108 | (12121624) | 450961.80 | 3743841.90 | 0.32573 | (12121624) |
| 451036.80 | 3743840.80 | 0.34915 | (12121624) | 451111.80 | 3743839.70 | 0.36347 | (12121624) |
| 451186.80 | 3743838.50 | 0.36691 | (12121624) | 451261.70 | 3743837.40 | 0.36272 | (12121624) |
| 451336.70 | 3743836.20 | 0.35169 | (12121624) | 451411.70 | 3743835.10 | 0.33456 | (12121624) |
| 451486.70 | 3743833.90 | 0.31250 | (12121624) | 451561.70 | 3743832.80 | 0.29836m | (12013024) |
| 451636.70 | 3743831.60 | 0.28503m | (12013024) | 451711.70 | 3743830.50 | 0.27579 | (12072324) |
| 451786.70 | 3743829.30 | 0.26027 | (12072324) | 451861.70 | 3743828.20 | 0.24475 | (12091624) |
| 451936.70 | 3743827.00 | 0.22678 | (12091624) | 452011.70 | 3743825.90 | 0.22076 | (12071524) |
| 452086.60 | 3743824.70 | 0.22557 | (12071524) | 452161.60 | 3743823.60 | 0.22100 | (12071524) |
| 452236.60 | 3743822.50 | 0.21262 | (12071524) | 452311.60 | 3743821.30 | 0.20712 | (12071524) |
| 452386.60 | 3743820.20 | 0.20008 | (12071524) | 452461.60 | 3743819.00 | 0.20194 | (12112524) |
| 452536.60 | 3743817.90 | 0.19934 | (12112524) | 452540.80 | 3743817.80 | 0.19896 | (12112524) |
| 452590.10 | 3743767.00 | 0.19587 | (12012224) | 452642.40 | 3743713.30 | 0.19027 | (12012224) |
| 452694.70 | 3743659.50 | 0.17840 | (12121724) | 452747.00 | 3743605.70 | 0.18301m | (12072024) |

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        452799.20   3743551.90        0.17531  (12122724)                452851.50   3743498.10        0.17215m (12062924)
        452903.80   3743444.40        0.18533  (12012624)                452956.10   3743390.60        0.19741  (12050924)
        453008.30   3743336.80        0.21931  (12050924)                453060.60   3743283.00        0.20657  (12050924)
        453112.90   3743229.20        0.16959  (12050924)                453165.20   3743175.50        0.12570  (12050924)
        453217.40   3743121.70        0.12257  (12041924)
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                       ***        18:45:23
                                                                                                                          PAGE  29
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                              *** THE   1ST HIGHEST 24-HR AVERAGE CONCENTRATION   VALUES FOR SOURCE GROUP:  ALL      ***
                                  INCLUDING SOURCE(S):     JUVEM000    ,

                                           *** SENSITIVE DISCRETE RECEPTOR POINTS ***

                                       ** CONC OF PM10     IN MICROGRAMS/M**3                          **

      X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)              X-COORD (M)  Y-COORD (M)        CONC     (YYMMDDHH)
 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
        451808.80   3743414.00        0.73616  (12121624)                451611.10   3743386.10        0.93832m (12013024)
        451395.10   3743364.60        1.06648  (12121624)                451274.70   3743360.30        0.99345  (12121624)
        451170.50   3743172.20        0.71564m (12102324)                451376.80   3742977.70        0.88376m (12122124)
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                       ***        18:45:23
                                                                                                                          PAGE  30
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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


                                     ** CONC OF PM10     IN MICROGRAMS/M**3                          **

                                                        DATE                                                                NETWORK
GROUP ID                          AVERAGE CONC     (YYMMDDHH)             RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)    OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

ALL      HIGH   1ST HIGH VALUE IS       1.34886m ON 12102324: AT (  451418.30,  3743192.60,     0.00,     0.00,    0.00)  GC  RLPS4001


 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Total Construction Emissions                          ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                       ***        18:45:23
                                                                                                                          PAGE  31
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

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

 A Total of            0 Fatal Error Message(s)
 A Total of            0 Warning Message(s)
 A Total of         1916 Informational Message(s)

 A Total of         8784 Hours Were Processed

 A Total of            3 Calm Hours Identified

 A Total of          468 Missing Hours Identified (  5.33 Percent)


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


    ********   WARNING MESSAGES   ********
               ***  NONE  ***


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

**Ldn Consulting, Inc.**

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*www.ldnconsulting.net* *fax 760-689-4943*

June 2, 2021

Mr. Patrick Tritz
Rexco Development
1285 Corona Pointe Court, Suite 102
Corona, CA 92879

**RE: Latitude Business Park Operational Health Risk Screening Letter Update**

The purpose of this operational Air Quality Heath Risk screening letter is to identify potential health risks at the proposed project site from toxic air contaminants (specifically Diesel Particulates) from the onsite loading areas within the project site. The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations spread out over the project site. The project is located within a 75 gross acre gross site.

As noted in the traffic analysis (See Table A of the traffic study), the traffic modeling assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE) (LL&G, November 2019). Table A breaks down the actual trips based on the number axels each truck would have. Since health risk impacts are based on truck size (number of axels), this analysis uses actual truck trips based on axels as reported in the project traffic study (See Table A). The truck breakdown would be 80 - two axel, 72 - three axel and 153 – four axel daily trucks (LL&G, November 2019). Based on the analysis, 182 trips would be for warehousing and the remaining 123 trips would be for manufacturing. Based on discussions with the project applicant up to 175,000 SF of the warehouse space could be for cold storage. From this information, it is assumed that the Cold Storage warehouse space would require Transportation Refrigeration Units (TRUs). Since the relative area of Cold Storage to unrefrigerated storage is 33% of the warehousing space, the assumed trucks fitted with TRUs would also be roughly 33% of the total number of trips dedicated to the warehouse space. Based on this, up to 33% of warehouse truck trips would have TRUs or 60 trips daily (0.33*182).

This health risk analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates ($PM_{10}$ – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would



EXHIBIT 7

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be required to comply with SCAQMD Rule 1401, a project shall not be approved if the cancer risk in increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015).

For purposes of modeling, the AERMOD 19191 model was utilized to predict offsite diesel particulate concentrations with emphasis at nearby adjacent residential receptors as these areas are worst-case with respect to the proposed Project operations. The model input/output file is shown in ***Attachment A*** to this letter.

Truck operations events consists of starting, idling, and driving. Emission rates for these events were obtained from the Project's CalEEMod air quality model. CalEEMod includes mobile emissions reported from the EMFAC 2014 emission model for each respective vehicle class. Units for these events are grams per trip for starting and idling the grams per mile for driving (CAPCOA, 2017). Based on CalEEMod, the corrected emission rates which reflect the mix ratio of trucks identified within the traffic analysis are shown in Table 1 below. Each round trip (305 trips /2 ways) would on average generate a single starting and idling event onsite. Also, it should be noted that the western driveway would have about 80 percent of the 305 one-way trips for a leaving and return trip and the eastern driveway would receive 20 percent of the truck trips. All roadways were assumed to have 100 percent trips. Finally, at the County of Riverside's request (and subsequent recommended Condition of Approval) to restrict Project truck traffic from utilizing Temescal Canyon Road north of Tom Barnes Street, all truck traffic for the proposed project must not operate on Temescal Canyon Road North of Tom Burns Street.

**Table 1: Operational Truck Emission Rates Per Vehicle**

| EMFAC2014 Acronyms for Each Vehicle Emission | EMFAC2014 Description of Each Vehicle | CalEEMod Emission Factor Unit | Latitude Truck Emissions |
|---|---|---|---|
| PM10_RUNEX | Running Exhaust | grams/VMT | 0.0113 |
| PM10_STREX | Start Exhaust | grams/trip | 0.0003 |
| PM10_IDLEX | Idle Exhaust | grams/trip | 0.0070 |
| **Running Exhaust (grams/VMT)** | | | **0.00625** |
| **Starting and Idling Exhaust (PM10_RUNEX + PM10_IDLEX) (grams/trip)** | | | **0.01464** |

Additionally, as noted earlier, the project will likely utilize TRUs for any cold storage locations within warehouses. Based on the traffic analysis, warehouse activities would generate 182 Truck trips of which 30 trucks or 60 trips would likely contain TRUs or 33% of the 182 trips allocated to warehousing.

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TRUs are diesel powered refrigeration units installed on vehicles such as trucks or trailers. The California Air Resources Board generally separates TRUs into two categories of less than or more than 25 HP. On average TRUs less than 25 HP are just less than 25 HP at 24.8 HP and TRUs greater than 25 HP are 33.8 HP (CARB, 2019). While running, TRUs emit diesel particulates which would be additive to the trucks starting, idling and driving. CARB estimates that TRUs less than 25 HP produce on average 0.13 g/HP-hr and will likely continue a downward trend into the future. Also, regulations proposed in the future are moving towards a zero-emission TRUs (CARB, 2020). TRUs greater than 25 HP produce on average 0.1 g/HP-hr. These emissions are reduced significantly when Level 3 diesel particulate filters (DPF) are installed on the TRUs and when so retrofitted, emission of each unit drop to 0.01 g/HP-hr (CARB, 2008). Furthermore, all cold storage warehouses within the project will install electric power plugs to power the TRUs when in the load docks. Based on discussions with the project applicant, on average, all TRUs will be connected to electrical power when onsite and will operate on diesel on average 5 minutes per day onsite while entering and existing the site.

For purposes of this analysis, it is assumed that the average fleet of trucks will be 25 HP and will generate 0.13 g/HP-hr and are 25 HP. This assumes a worst case fleet without any DPF installed. Level 3 DPFs are relatively common and are available for all major manufactures but are not utilized within this analysis (CARB, 2020). As a design feature, all warehouses with Cold Storage will install Trucks will operate for 5 minutes onsite and while onsite docked, trucks will connect to electrical TRU ports. The emissions inventory is calculated by combining the population of TRUs, the hours of activity of TRUs, the hp of the engines powering TRUs, load factors, emission factors, and fuel correction factors. Based on the results, each truck would produce 0.124 grams per day per truck in the following equation (CARB, 2019):

$$Emissions = Activity\ x\ HP\ x\ LF\ x\ EF\ x\ FCF$$

or

$$Emissions = .083\frac{hours}{day}x\ 25\frac{HP}{truck}x\ .46\ x\frac{.13g}{HP\ hr} = 0.124\frac{g}{day\ truck}$$

Where: Activity = Time the engine is running (5 min per day per unit = 0.083 hours per unit)
HP = Horsepower (25 HP)
LF = Load factor (0.46)
EF = Emission factor (0.13 g/bhp-hr)
FCF = Fuel correction factor (unit-less) based on calendar year (Assume 1.0)

A graphical representation of the modeling scenario is shown on Figure 1 on the following page. The 153 idling and starting events (305/2 total trips) for the trucks are identified as light blue dots/lines which have been located within the Project's loading dock areas. All truck movement is represented as volume sources (identified as red squares/lines) and includes both trucks internal to the project site as well as along Tom Barns Street, Temescal Canyon Road and Cajalco Road. Also, as state above 30 trucks modeled at the warehouses have TRU emissions

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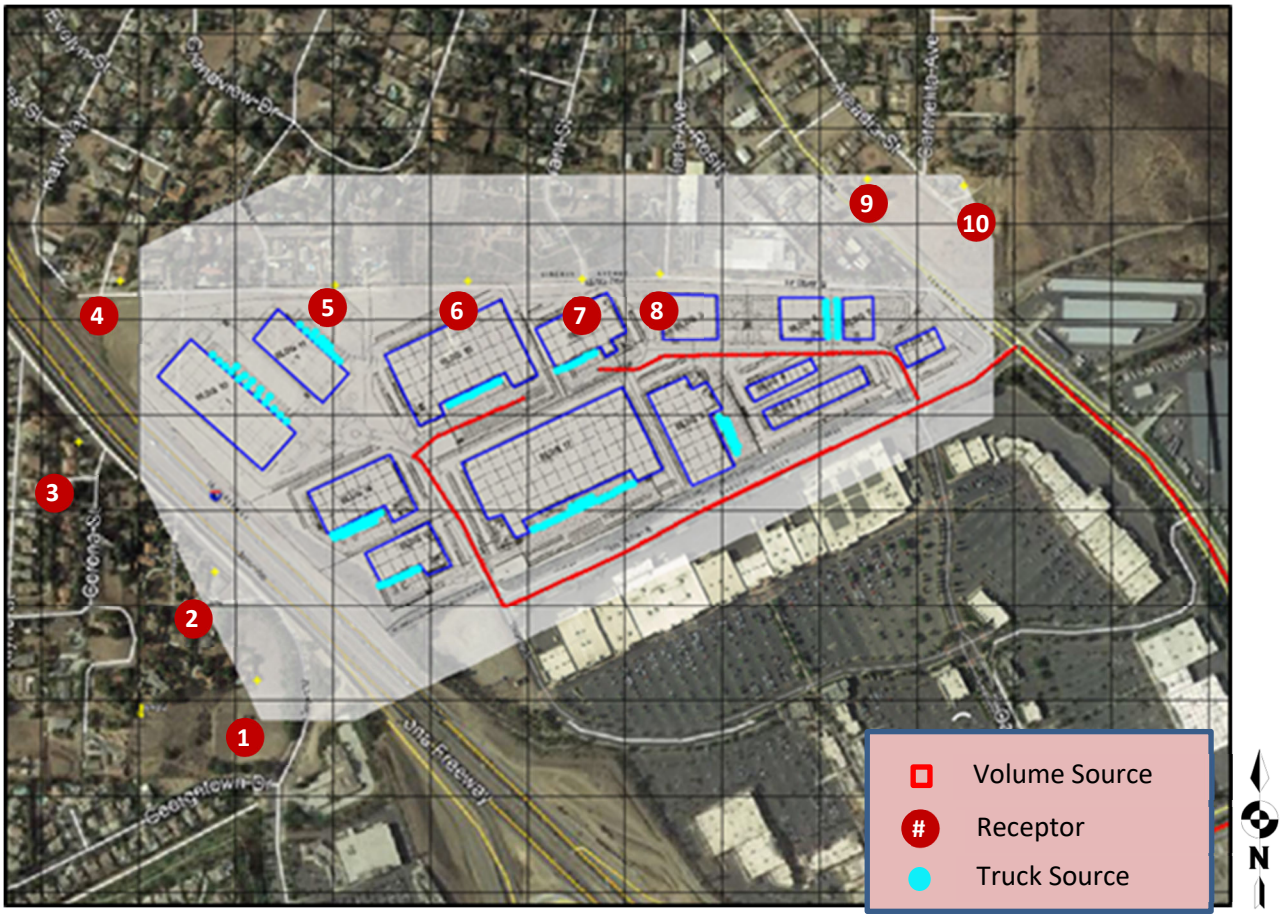
added to the standard truck emissions identified in Table 1 above. The black grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, 10 sensitive receptors have been included to represent residential areas surrounding the project site and have been identified with red circles.

**Figure 1: AERMOD Model Setup**



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Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The cancer risk dose calculation is defined in Equation 1 below (OEHHA, 2015).

*Equation 1* $$Dose_{air}=C_{air}*(BR/BW)*A*EF*(1x10^{-6})$$

| | | |
|---|---|---|
| $Dose_{air}$ | = | Dose through inhalation (mg/kg/d) |
| $C_{air}$ | = | Concentration in air (µg/m3) Annual average DPM concentration in µg/m3 - AERMOD Annual Concentration. |
| BR/BW | = | Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range. |
| A | = | Inhalation absorption factor (assumed to be 1) |
| EF | = | Exposure frequency (unitless, days/365 days) |
| 1x10-6 | = | Milligrams to micrograms conversion ($10^{-3}$ mg/ µg), cubic meters to liters conversion ($10^{-3}$ $m^3$/l) |

Table 2 shows the operational cancer risks at the receptors identified in Figure 1 above. The operational cancer risks would not exceed 10 per one million persons exposed over a 70 year period. Based on this, the project would generate a less than significant cancer risk impact to the surrounding area. The detailed cancer risk calculations are provided as ***Attachment B***.

**Table 2: Cancer Risk at Worst Case Exposure Location**

| Receptor | $C_{air}$ (µg/m3) | 70 Year Cancer Risk | Significant Impact |
|---|---|---|---|
| R1 | 0.0028 | 2.23 | No |
| R2 | 0.0032 | 2.56 | No |
| R3 | 0.0023 | 1.88 | No |
| R4 | 0.0027 | 2.19 | No |
| R5 | 0.0065 | 5.22 | No |
| R6 | 0.0065 | 5.23 | No |
| R7 | 0.0063 | 5.08 | No |
| R8 | 0.0061 | 4.87 | No |
| R9 | 0.0038 | 3.05 | No |
| R10 | 0.0036 | 2.92 | No |
| $C_{air}$ = annual concentration from AERMOD | | | |

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If you should have any questions regarding this assessment, please do not hesitate to contact me at (760) 473-1253.

Sincerely Ldn Consulting,

Jeremy Louden, Principal

**Attachment A:** AERMOD Input/Output File

**Attachment B:** Cancer Risk Calculations (Unmitigated Scenario)

**References:**

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LL&G. (November 2019). *General Plan Conformance Traffic Analysis for the Proposed Latitude Business Park Project.*

OEHHA. (2015). *Air Toxics Hot Spots Program - Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments.* OEHHA.

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```
1                    AERMOD PRIME - (DATED  19191)

                   AERMODPrMSPx VERSION
             (C) COPYRIGHT 1998-2017, Trinity Consultants

 Run Began on  4/28/2021 at 11:12:54

** BREEZE AERMOD
** Trinity Consultants
** VERSION  9.0

CO STARTING
CO TITLEONE  Latitude PM10 Truck Operations
CO MODELOPT  DFAULT  CONC  NODRYDPLT  NOWETDPLT
CO RUNORNOT  RUN
CO AVERTIME  ANNUAL
CO POLLUTID  PM10
CO FINISHED

SO STARTING
SO ELEVUNIT  METERS
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SO LOCATION  EJCY30NQ  POINT     452173.8  3743323.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NR  POINT     452173.8  3743318.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NS  POINT     452173.9  3743313.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NT  POINT     452173.9  3743308.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NU  POINT     452173.9  3743303.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NV  POINT     452174  3743298.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NW  POINT     452174  3743293.8  0
** SRCDESCR  B5 Truck
SO LOCATION  EJCY30NX  POINT     452174  3743288.8  0
** SRCDESCR  B5 Truck
SO LOCATION  T4NZA008  POINT     451502.7  3743302.8  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA009  POINT     451552  3743258.3  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00A  POINT     451546.9  3743263.2  0
** SRCDESCR  B11 Truck w/ TRU
SO LOCATION  T4NZA00B  POINT     451541.9  3743267.8  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00C  POINT     451536.6  3743272.6  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00D  POINT     451530.8  3743277.6  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00E  POINT     451524.7  3743282.8  0
```

```
** SRCDESCR  B11 Truck w/ TRU
SO LOCATION  T4NZA00F  POINT     451517.5  3743289.3  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00G  POINT     451510.8  3743295.5  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00H  POINT     451521.9  3743294.1  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00I  POINT     451540.2  3743276.2  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00J  POINT     451529.2  3743287  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00K  POINT     451534.8  3743281.7  0
** SRCDESCR  B11 Truck
SO LOCATION  T4NZA00L  POINT     451393.1  3743265.3  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00M  POINT     451401.2  3743258.2  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00N  POINT     451408.6  3743251.9  0
** SRCDESCR  B10 Truck w/ TRU
SO LOCATION  T4NZA00O  POINT     451416.6  3743244.7  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00P  POINT     451426.1  3743235.9  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00Q  POINT     451436.2  3743227.2  0
** SRCDESCR  B10 Truck w/ TRU
SO LOCATION  T4NZA00R  POINT     451449.1  3743215.7  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00S  POINT     451460  3743205.9  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00T  POINT     451469.4  3743197.7  0
** SRCDESCR  B10 Truck w/ TRU
SO LOCATION  T4NZA00U  POINT     451477.6  3743190  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00V  POINT     451485.7  3743182.5  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00W  POINT     451423.4  3743251.1  0
** SRCDESCR  B10 Truck w/ TRU
SO LOCATION  T4NZA00X  POINT     451433.2  3743240.3  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00Y  POINT     451442.1  3743232.9  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA00Z  POINT     451453.1  3743222.8  0
** SRCDESCR  B10 Truck
SO LOCATION  T4NZA010  POINT     451464.6  3743213.3  0
** SRCDESCR  B10 Truck
SO LOCATION  IM1GI00L  POINT     451603.5  3743068.4  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00N  POINT     451543.3  3743041.6  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00P  POINT     451598.8  3743065.9  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00Q  POINT     451593.8  3743063.1  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00R  POINT     451588.2  3743060.9  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00S  POINT     451582.9  3743058.8  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00T  POINT     451579.1  3743056.4  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00U  POINT     451573.5  3743054  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00V  POINT     451566.8  3743051.3  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00W  POINT     451561.7  3743048.6  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00X  POINT     451555.9  3743046.5  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00Y  POINT     451550  3743044.3  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI00Z  POINT     451596  3743058.5  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI010  POINT     451590.4  3743055.8  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI011  POINT     451583.9  3743053.2  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI012  POINT     451580.2  3743051.3  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI013  POINT     451574  3743049.1  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI014  POINT     451569.2  3743046.5  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI015  POINT     451563.4  3743044.3  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI016  POINT     451557.7  3743041.7  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI017  POINT     451553.7  3743039.5  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI018  POINT     451546.8  3743036.8  0
** SRCDESCR  B14 Truck
SO LOCATION  IM1GI01C  POINT     451650.3  3742998.6  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01D  POINT     451646.6  3742997.3  0
```

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** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01E  POINT     451642.7  3742995.5  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01F  POINT     451639.3  3742993.7  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01G  POINT     451635.8  3742992.2  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01H  POINT     451632.2  3742990.6  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01I  POINT     451627.9  3742988.4  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01J  POINT     451623.2  3742986.5  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01K  POINT     451619.1  3742984.3  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01L  POINT     451613.7  3742982.2  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01M  POINT     451610  3742980.4  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01N  POINT     451605.9  3742979.1  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01O  POINT     451602.3  3742977.6  0
** SRCDESCR  B16 Trucks
SO LOCATION  IM1GI01S  POINT     451751.4  3743233.2  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01T  POINT     451747.1  3743231.4  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01U  POINT     451743.4  3743229.7  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01V  POINT     451738.9  3743227.4  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01W  POINT     451734.7  3743225.4  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01X  POINT     451729.9  3743222.8  0
** SRCDESCR  B15 Truck W/ TRU
SO LOCATION  IM1GI01Y  POINT     451724.8  3743220.8  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI01Z  POINT     451720.3  3743218.3  0
** SRCDESCR  B15 Truck W/ TRU
SO LOCATION  IM1GI020  POINT     451716  3743215.7  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI021  POINT     451709.8  3743213.3  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI022  POINT     451705.3  3743211.3  0
** SRCDESCR  B15 Truck W/ TRU
SO LOCATION  IM1GI023  POINT     451699.6  3743208.6  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI024  POINT     451694.2  3743206.1  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI025  POINT     451689.4  3743203.8  0
** SRCDESCR  B15 Truck
SO LOCATION  IM1GI02K  POINT     451898.3  3743095.5  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02L  POINT     451893  3743092.4  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02M  POINT     451886.8  3743089.8  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02N  POINT     451880.9  3743087.2  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI02O  POINT     451875.7  3743084.6  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02P  POINT     451810.4  3743054.6  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI02Q  POINT     451805.7  3743051.7  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02R  POINT     451867.3  3743088.1  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI02S  POINT     451861.4  3743085.5  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02T  POINT     451855.2  3743082.7  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02U  POINT     451849.5  3743079.8  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02V  POINT     451842.8  3743076.7  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI02W  POINT     451794  3743047.1  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02X  POINT     451799.4  3743049.7  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI02Y  POINT     451815.7  3743057.3  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI02Z  POINT     451821.2  3743059.8  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI030  POINT     451826.6  3743062.3  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI031  POINT     451832  3743064.9  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI032  POINT     451837.5  3743067.4  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI033  POINT     451842.9  3743069.9  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI034  POINT     451848.3  3743072.5  0
```

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** SRCDESCR  B17 Truck
SO LOCATION  IM1GI035  POINT     451853.8  3743075  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI036  POINT     451859.2  3743077.6  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI037  POINT     451864.7  3743080.1  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI038  POINT     451870.1  3743082.6  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI039  POINT     451902.7  3743097.8  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI03A  POINT     451908.2  3743100.4  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI03B  POINT     451913.6  3743102.9  0
** SRCDESCR  B17 Truck W/ TRU
SO LOCATION  IM1GI03C  POINT     451919  3743105.4  0
** SRCDESCR  B17 Truck
SO LOCATION  IM1GI03D  POINT     451870.5  3743268.2  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03E  POINT     451830.8  3743248.4  0
** SRCDESCR  B1 Truck W/ TRU
SO LOCATION  IM1GI03F  POINT     451835.3  3743250.6  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03G  POINT     451841.3  3743252.9  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03H  POINT     451865.6  3743266  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03I  POINT     451860.7  3743263.8  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03J  POINT     451856.6  3743260.8  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03K  POINT     451851.7  3743258.5  0
** SRCDESCR  B1 Truck W/ TRU
SO LOCATION  IM1GI03L  POINT     451846.5  3743255.5  0
** SRCDESCR  B1 Truck
SO LOCATION  IM1GI03M  POINT     451824.4  3743246.2  0
** SRCDESCR  B1 Truck W/ TRU
SO LOCATION  IM1GI03N  POINT     452040.3  3743159  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03O  POINT     452043.2  3743165.6  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03P  POINT     452040.6  3743172.5  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03Q  POINT     452038.4  3743178.5  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03R  POINT     452035.6  3743184.5  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03S  POINT     452026.2  3743188.2  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03T  POINT     452048.5  3743143.9  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03U  POINT     452045.8  3743149.3  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03V  POINT     452043.1  3743154.6  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03W  POINT     452037.7  3743165.3  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03X  POINT     452035  3743170.7  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI03Y  POINT     452032.3  3743176.1  0
** SRCDESCR  B2 Truck W/ TRU
SO LOCATION  IM1GI03Z  POINT     452029.6  3743181.4  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI040  POINT     452049.3  3743152.1  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI041  POINT     452046.6  3743157.4  0
** SRCDESCR  B2 Truck
SO LOCATION  IM1GI045  POINT     452160.3  3743332.4  0
** SRCDESCR  B5 Truck
SO LOCATION  IM1GI046  POINT     452160.6  3743327.6  0
** SRCDESCR  B5 Truck
SO LOCATION  IM1GI048  POINT     452160.3  3743322.6  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI049  POINT     452160.6  3743318.1  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04A  POINT     452160.9  3743312.2  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04B  POINT     452161.1  3743307.1  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04C  POINT     452161.1  3743302.3  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04D  POINT     452161.4  3743297.5  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04E  POINT     452162.2  3743293.3  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04F  POINT     452162.2  3743288.5  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04I  POINT     452173.7  3743333.2  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04J  POINT     452174.2  3743328.4  0
** SRCDESCR  B7 Truck
SO LOCATION  IM1GI04K  POINT     452174.2  3743328.4  0
```

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** SRCDESCR  B7 Truck
SO SRCPARAM  8EWE002B  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002C  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002D  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002E  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002F  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002G  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002H  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002I  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002J  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002K  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002L  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002M  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002N  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002O  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002P  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002Q  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002R  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002S  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002T  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002U  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002V  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002W  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002X  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002Y  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE002Z  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0030  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0031  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0032  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0033  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0034  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0035  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0036  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0037  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0038  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0039  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003A  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003B  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003C  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003D  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003E  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003F  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003G  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003H  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003I  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003J  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003K  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003L  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003M  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003N  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003O  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003P  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003Q  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003R  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003S  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003T  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003U  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003V  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003W  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003X  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003Y  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE003Z  1.153E-07  2  2.790698  1.860465
SO SRCPARAM  8EWE0042  3.064E-08  2  2.790698  1.860465
SO SRCPARAM  8EWE0043  3.064E-08  2  2.790698  1.860465
SO SRCPARAM  8EWE0044  3.064E-08  2  2.790698  1.860465
SO SRCPARAM  8EWE0045  3.064E-08  2  2.790698  1.860465
SO SRCPARAM  8EWE0046  3.064E-08  2  2.790698  1.860465
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SO SRCPARAM  IM1GI01X  1.52E-06  3  325  0.001  0.1
SO SRCPARAM  IM1GI01Y  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI01Z  1.52E-06  3  325  0.001  0.1
SO SRCPARAM  IM1GI020  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI021  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI022  1.52E-06  3  325  0.001  0.1
SO SRCPARAM  IM1GI023  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI024  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI025  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI02K  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI02L  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI02M  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI02N  1.52E-06  3  325  0.001  0.1
SO SRCPARAM  IM1GI02O  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI02P  1.52E-06  3  325  0.001  0.1
SO SRCPARAM  IM1GI02Q  8.55E-08  3  325  0.001  0.1
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SO SRCPARAM  IM1GI02W  8.55E-08  3  325  0.001  0.1
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SO SRCPARAM  IM1GI03V  1.52E-06  3  325  0.001  0.1
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SO SRCPARAM  IM1GI04D  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI04E  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI04F  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI04I  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI04J  8.55E-08  3  325  0.001  0.1
SO SRCPARAM  IM1GI04K  8.55E-08  3  325  0.001  0.1
SO BUILDHGT  EJCY30NQ       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  EJCY30NQ      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  EJCY30NQ      12.00     12.00      7.00      7.00      7.00      0.00
SO BUILDHGT  EJCY30NQ       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  EJCY30NQ      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  EJCY30NQ      12.00     12.00      7.00      7.00      7.00      0.00
SO BUILDWID  EJCY30NQ       0.00     72.28     76.17     77.74     76.95     73.82
SO BUILDWID  EJCY30NQ      68.45     61.00     52.20     60.66     67.28     71.86
SO BUILDWID  EJCY30NQ      74.25     74.38     57.92     52.26     45.02      0.00
```

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | EJCY30NQ | 0.00 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NQ | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NQ | 74.25 | 74.38 | 57.92 | 52.26 | 45.02 | 0.00 |
| SO BUILDLEN | EJCY30NQ | 0.00 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NQ | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NQ | 77.74 | 76.95 | 63.19 | 60.87 | 56.70 | 0.00 |
| SO BUILDLEN | EJCY30NQ | 0.00 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NQ | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NQ | 77.74 | 76.95 | 63.19 | 60.87 | 56.70 | 0.00 |
| SO XBADJ | EJCY30NQ | 0.00 | -60.27 | -68.61 | -74.86 | -78.84 | -80.43 |
| SO XBADJ | EJCY30NQ | -79.57 | -76.29 | -72.80 | -74.09 | -73.13 | -69.95 |
| SO XBADJ | EJCY30NQ | -64.64 | -57.37 | -8.08 | -10.11 | -11.84 | 0.00 |
| SO XBADJ | EJCY30NQ | 0.00 | -7.02 | -3.25 | 0.61 | 4.46 | 8.17 |
| SO XBADJ | EJCY30NQ | 11.63 | 14.74 | 14.70 | 7.90 | 0.85 | -6.22 |
| SO XBADJ | EJCY30NQ | -13.10 | -19.58 | -55.11 | -50.76 | -44.86 | 0.00 |
| SO YBADJ | EJCY30NQ | 0.00 | 36.99 | 31.86 | 25.77 | 18.89 | 11.44 |
| SO YBADJ | EJCY30NQ | 3.64 | -4.27 | -12.30 | -19.76 | -26.62 | -32.68 |
| SO YBADJ | EJCY30NQ | -37.74 | -41.65 | 16.88 | 20.68 | 23.85 | 0.00 |
| SO YBADJ | EJCY30NQ | 0.00 | -36.99 | -31.86 | -25.77 | -18.89 | -11.44 |
| SO YBADJ | EJCY30NQ | -3.64 | 4.27 | 12.30 | 19.76 | 26.62 | 32.68 |
| SO YBADJ | EJCY30NQ | 37.74 | 41.65 | -16.88 | -20.68 | -23.85 | 0.00 |
| SO BUILDHGT | EJCY30NR | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NR | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NR | 12.00 | 12.00 | 12.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDHGT | EJCY30NR | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NR | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NR | 12.00 | 12.00 | 12.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDWID | EJCY30NR | 46.64 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NR | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NR | 74.25 | 74.38 | 72.26 | 52.26 | 45.02 | 0.00 |
| SO BUILDWID | EJCY30NR | 46.64 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NR | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NR | 74.25 | 74.38 | 72.26 | 52.26 | 45.02 | 0.00 |
| SO BUILDLEN | EJCY30NR | 58.32 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NR | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NR | 77.74 | 76.95 | 73.82 | 60.87 | 56.70 | 0.00 |
| SO BUILDLEN | EJCY30NR | 58.32 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NR | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NR | 77.74 | 76.95 | 73.82 | 60.87 | 56.70 | 0.00 |
| SO XBADJ | EJCY30NR | -31.29 | -55.57 | -64.28 | -71.03 | -75.63 | -77.93 |
| SO XBADJ | EJCY30NR | -77.86 | -75.43 | -72.80 | -74.96 | -74.84 | -72.45 |
| SO XBADJ | EJCY30NR | -67.85 | -61.20 | -52.68 | -14.81 | -16.76 | 0.00 |
| SO XBADJ | EJCY30NR | -27.03 | -11.72 | -7.58 | -3.22 | 1.24 | 5.67 |
| SO XBADJ | EJCY30NR | 9.92 | 13.87 | 14.70 | 8.76 | 2.56 | -3.72 |
| SO XBADJ | EJCY30NR | -9.89 | -15.75 | -21.14 | -46.06 | -39.94 | 0.00 |
| SO YBADJ | EJCY30NR | -26.76 | 38.70 | 34.36 | 28.98 | 22.72 | 15.77 |
| SO YBADJ | EJCY30NR | 8.34 | 0.65 | -7.30 | -14.84 | -21.93 | -28.35 |
| SO YBADJ | EJCY30NR | -33.91 | -38.44 | -41.80 | 22.39 | 24.72 | 0.00 |
| SO YBADJ | EJCY30NR | 26.76 | -38.70 | -34.36 | -28.98 | -22.72 | -15.77 |
| SO YBADJ | EJCY30NR | -8.34 | -0.65 | 7.30 | 14.84 | 21.93 | 28.35 |
| SO YBADJ | EJCY30NR | 33.91 | 38.44 | 41.80 | -22.39 | -24.72 | 0.00 |
| SO BUILDHGT | EJCY30NS | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NS | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NS | 12.00 | 12.00 | 12.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDHGT | EJCY30NS | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NS | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NS | 12.00 | 12.00 | 12.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDWID | EJCY30NS | 46.64 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NS | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NS | 74.25 | 74.38 | 72.26 | 52.26 | 45.02 | 0.00 |
| SO BUILDWID | EJCY30NS | 46.64 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NS | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NS | 74.25 | 74.38 | 72.26 | 52.26 | 45.02 | 0.00 |
| SO BUILDLEN | EJCY30NS | 58.32 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NS | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NS | 77.74 | 76.95 | 73.82 | 60.87 | 56.70 | 0.00 |
| SO BUILDLEN | EJCY30NS | 58.32 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NS | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NS | 77.74 | 76.95 | 73.82 | 60.87 | 56.70 | 0.00 |
| SO XBADJ | EJCY30NS | -26.38 | -50.90 | -60.00 | -67.27 | -72.49 | -75.51 |
| SO XBADJ | EJCY30NS | -76.24 | -74.66 | -72.90 | -75.93 | -76.64 | -75.03 |
| SO XBADJ | EJCY30NS | -71.14 | -65.09 | -57.06 | -19.54 | -21.70 | 0.00 |
| SO XBADJ | EJCY30NS | -31.94 | -16.38 | -11.86 | -6.98 | -1.89 | 3.26 |
| SO XBADJ | EJCY30NS | 8.30 | 13.10 | 14.80 | 9.73 | 4.37 | -1.13 |
| SO XBADJ | EJCY30NS | -6.60 | -11.86 | -16.76 | -41.33 | -34.99 | 0.00 |
| SO YBADJ | EJCY30NS | -25.79 | 40.50 | 36.95 | 32.27 | 26.62 | 20.15 |
| SO YBADJ | EJCY30NS | 13.07 | 5.60 | -2.30 | -9.93 | -17.26 | -24.07 |
| SO YBADJ | EJCY30NS | -30.14 | -35.30 | -39.39 | 24.00 | 25.49 | 0.00 |
| SO YBADJ | EJCY30NS | 25.79 | -40.50 | -36.95 | -32.27 | -26.62 | -20.15 |
| SO YBADJ | EJCY30NS | -13.07 | -5.60 | 2.30 | 9.93 | 17.26 | 24.07 |
| SO YBADJ | EJCY30NS | 30.14 | 35.30 | 39.39 | -24.00 | -25.49 | 0.00 |
| SO BUILDHGT | EJCY30NT | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NT | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NT | 12.00 | 12.00 | 12.00 | 7.00 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NT | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NT | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NT | 12.00 | 12.00 | 12.00 | 7.00 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NT | 46.64 | 53.46 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NT | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NT | 74.25 | 74.38 | 72.26 | 52.26 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NT | 46.64 | 53.46 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NT | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | EJCY30NT | 74.25 | 74.38 | 72.26 | 52.26 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NT | 58.32 | 62.07 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NT | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NT | 77.74 | 76.95 | 73.82 | 60.87 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NT | 58.32 | 62.07 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NT | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NT | 77.74 | 76.95 | 73.82 | 60.87 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NT | -21.46 | -19.06 | -55.66 | -63.43 | -69.28 | -73.01 |
| SO XBADJ | EJCY30NT | -74.53 | -73.79 | -72.90 | -76.79 | -78.35 | -77.53 |
| SO XBADJ | EJCY30NT | -74.36 | -68.92 | -61.39 | -24.24 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NT | -36.86 | -43.00 | -16.19 | -10.81 | -5.11 | 0.76 |
| SO XBADJ | EJCY30NT | 6.59 | 12.23 | 14.80 | 10.60 | 6.08 | 1.37 |
| SO XBADJ | EJCY30NT | -3.38 | -8.03 | -12.43 | -36.63 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NT | -24.92 | -23.29 | 39.45 | 35.49 | 30.45 | 24.48 |
| SO YBADJ | EJCY30NT | 17.77 | 10.52 | 2.70 | -5.01 | -12.56 | -19.74 |
| SO YBADJ | EJCY30NT | -26.31 | -32.09 | -36.89 | 25.71 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NT | 24.92 | 23.29 | -39.45 | -35.49 | -30.45 | -24.48 |
| SO YBADJ | EJCY30NT | -17.77 | -10.52 | -2.70 | 5.01 | 12.56 | 19.74 |
| SO YBADJ | EJCY30NT | 26.31 | 32.09 | 36.89 | -25.71 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NU | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NU | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NU | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NU | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NU | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NU | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NU | 46.64 | 53.46 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NU | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NU | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NU | 46.64 | 53.46 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NU | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NU | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NU | 58.32 | 62.07 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NU | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NU | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NU | 58.32 | 62.07 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NU | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NU | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NU | -16.53 | -14.37 | -51.33 | -59.60 | -66.06 | -70.51 |
| SO XBADJ | EJCY30NU | -72.82 | -72.92 | -72.90 | -77.66 | -80.06 | -80.03 |
| SO XBADJ | EJCY30NU | -77.57 | -72.75 | -65.72 | -56.69 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NU | -41.78 | -47.70 | -20.52 | -14.64 | -8.32 | -1.74 |
| SO XBADJ | EJCY30NU | 4.88 | 11.36 | 14.80 | 11.47 | 7.79 | 3.87 |
| SO XBADJ | EJCY30NU | -0.17 | -4.20 | -8.10 | -11.76 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NU | -24.05 | -21.58 | 41.95 | 38.70 | 34.28 | 28.81 |
| SO YBADJ | EJCY30NU | 22.47 | 15.44 | 7.70 | -0.08 | -7.86 | -15.41 |
| SO YBADJ | EJCY30NU | -22.48 | -28.87 | -34.39 | -38.85 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NU | 24.05 | 21.58 | -41.95 | -38.70 | -34.28 | -28.81 |
| SO YBADJ | EJCY30NU | -22.47 | -15.44 | -7.70 | 0.08 | 7.86 | 15.41 |
| SO YBADJ | EJCY30NU | 22.48 | 28.87 | 34.39 | 38.85 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NV | 7.00 | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NV | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NV | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NV | 7.00 | 7.00 | 7.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NV | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NV | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NV | 46.64 | 53.46 | 58.66 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NV | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NV | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NV | 46.64 | 53.46 | 58.66 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NV | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NV | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NV | 58.32 | 62.07 | 63.93 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NV | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NV | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NV | 58.32 | 62.07 | 63.93 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NV | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NV | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NV | -11.63 | -9.70 | -7.48 | -55.84 | -62.93 | -68.10 |
| SO XBADJ | EJCY30NV | -71.21 | -72.15 | -73.00 | -78.63 | -81.87 | -82.62 |
| SO XBADJ | EJCY30NV | -80.86 | -76.65 | -70.10 | -61.43 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NV | -46.69 | -52.36 | -56.44 | -18.41 | -11.46 | -4.16 |
| SO XBADJ | EJCY30NV | 3.27 | 10.60 | 14.90 | 12.43 | 9.59 | 6.45 |
| SO XBADJ | EJCY30NV | 3.12 | -0.30 | -3.72 | -7.03 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NV | -23.09 | -19.77 | -15.86 | 41.99 | 38.17 | 33.19 |
| SO YBADJ | EJCY30NV | 27.20 | 20.39 | 12.70 | 4.82 | -3.20 | -11.13 |
| SO YBADJ | EJCY30NV | -18.71 | -25.73 | -31.97 | -37.24 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NV | 23.09 | 19.77 | 15.86 | -41.99 | -38.17 | -33.19 |
| SO YBADJ | EJCY30NV | -27.20 | -20.39 | -12.70 | -4.82 | 3.20 | 11.13 |
| SO YBADJ | EJCY30NV | 18.71 | 25.73 | 31.97 | 37.24 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NW | 7.00 | 7.00 | 7.00 | 7.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NW | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NW | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NW | 7.00 | 7.00 | 7.00 | 7.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NW | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NW | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NW | 46.64 | 53.46 | 58.66 | 62.07 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NW | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NW | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NW | 46.64 | 53.46 | 58.66 | 62.07 | 76.95 | 73.82 |
| SO BUILDWID | EJCY30NW | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NW | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NW | 58.32 | 62.07 | 63.93 | 63.84 | 74.38 | 72.26 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | EJCY30NW | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NW | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NW | 58.32 | 62.07 | 63.93 | 63.84 | 74.38 | 72.26 |
| SO BUILDLEN | EJCY30NW | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NW | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NW | -6.70 | -5.00 | -3.15 | -1.20 | -59.71 | -65.60 |
| SO XBADJ | EJCY30NW | -69.50 | -71.28 | -73.00 | -79.50 | -83.58 | -85.12 |
| SO XBADJ | EJCY30NW | -84.08 | -80.48 | -74.43 | -66.13 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NW | -51.62 | -57.06 | -60.77 | -62.64 | -14.67 | -6.66 |
| SO XBADJ | EJCY30NW | 1.56 | 9.73 | 14.90 | 13.30 | 11.30 | 8.95 |
| SO XBADJ | EJCY30NW | 6.34 | 3.53 | 0.61 | -2.33 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NW | -22.22 | -18.06 | -13.36 | -8.25 | 42.00 | 37.52 |
| SO YBADJ | EJCY30NW | 31.90 | 25.31 | 17.70 | 9.75 | 1.50 | -6.80 |
| SO YBADJ | EJCY30NW | -14.88 | -22.52 | -29.47 | -35.53 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NW | 22.22 | 18.06 | 13.36 | 8.25 | -42.00 | -37.52 |
| SO YBADJ | EJCY30NW | -31.90 | -25.31 | -17.70 | -9.75 | -1.50 | 6.80 |
| SO YBADJ | EJCY30NW | 14.88 | 22.52 | 29.47 | 35.53 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NX | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 12.00 |
| SO BUILDHGT | EJCY30NX | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NX | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDHGT | EJCY30NX | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 12.00 |
| SO BUILDHGT | EJCY30NX | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | EJCY30NX | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NX | 46.64 | 53.46 | 58.66 | 62.07 | 63.60 | 73.82 |
| SO BUILDWID | EJCY30NX | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NX | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDWID | EJCY30NX | 46.64 | 53.46 | 58.66 | 62.07 | 63.60 | 73.82 |
| SO BUILDWID | EJCY30NX | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | EJCY30NX | 74.25 | 74.38 | 72.26 | 67.94 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NX | 58.32 | 62.07 | 63.93 | 63.84 | 61.82 | 72.26 |
| SO BUILDLEN | EJCY30NX | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NX | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO BUILDLEN | EJCY30NX | 58.32 | 62.07 | 63.93 | 63.84 | 61.82 | 72.26 |
| SO BUILDLEN | EJCY30NX | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | EJCY30NX | 77.74 | 76.95 | 73.82 | 68.45 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NX | -1.78 | -0.31 | 1.18 | 2.63 | 3.99 | -63.10 |
| SO XBADJ | EJCY30NX | -67.79 | -70.41 | -73.00 | -80.36 | -85.29 | -87.62 |
| SO XBADJ | EJCY30NX | -87.29 | -84.31 | -78.76 | -70.82 | 0.00 | 0.00 |
| SO XBADJ | EJCY30NX | -56.54 | -61.76 | -65.10 | -66.47 | -65.82 | -9.16 |
| SO XBADJ | EJCY30NX | -0.15 | 8.86 | 14.90 | 14.17 | 13.01 | 11.45 |
| SO XBADJ | EJCY30NX | 9.55 | 7.36 | 4.94 | 2.37 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NX | -21.35 | -16.35 | -10.86 | -5.03 | 0.95 | 41.85 |
| SO YBADJ | EJCY30NX | 36.60 | 30.23 | 22.70 | 14.67 | 6.20 | -2.47 |
| SO YBADJ | EJCY30NX | -11.05 | -19.31 | -26.97 | -33.82 | 0.00 | 0.00 |
| SO YBADJ | EJCY30NX | 21.35 | 16.35 | 10.86 | 5.03 | -0.95 | -41.85 |
| SO YBADJ | EJCY30NX | -36.60 | -30.23 | -22.70 | -14.67 | -6.20 | 2.47 |
| SO YBADJ | EJCY30NX | 11.05 | 19.31 | 26.97 | 33.82 | 0.00 | 0.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA008 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA008 | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA008 | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA008 | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA008 | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA008 | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA008 | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA008 | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA008 | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA008 | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA008 | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA008 | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA008 | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA008 | -89.59 | -80.65 | -69.27 | -55.77 | -56.68 | -60.27 |
| SO XBADJ | T4NZA008 | -62.03 | -61.91 | -59.90 | -56.07 | -50.54 | -43.47 |
| SO XBADJ | T4NZA008 | -35.09 | -33.70 | -31.75 | -28.84 | -25.05 | -20.50 |
| SO XBADJ | T4NZA008 | -15.33 | -9.69 | -3.75 | 2.29 | -7.95 | -22.47 |
| SO XBADJ | T4NZA008 | -36.31 | -49.05 | -60.30 | -69.72 | -77.01 | -81.97 |
| SO XBADJ | T4NZA008 | -84.44 | -91.00 | -96.67 | -99.39 | -99.10 | -95.80 |
| SO YBADJ | T4NZA008 | -6.82 | -13.24 | -19.25 | -24.68 | -28.65 | -32.46 |
| SO YBADJ | T4NZA008 | -35.28 | -37.03 | -37.65 | -37.13 | -35.48 | -32.76 |
| SO YBADJ | T4NZA008 | -29.03 | -24.37 | -18.90 | -12.86 | -6.43 | 0.20 |
| SO YBADJ | T4NZA008 | 6.82 | 13.24 | 19.25 | 24.68 | 28.65 | 32.46 |
| SO YBADJ | T4NZA008 | 35.28 | 37.03 | 37.65 | 37.13 | 35.48 | 32.76 |
| SO YBADJ | T4NZA008 | 29.03 | 24.37 | 18.90 | 12.86 | 6.43 | -0.20 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA009 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA009 | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA009 | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA009 | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA009 | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA009 | 112.55 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA009 | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA009 | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA009 | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA009 | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | T4NZA009 | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA009 | 170.71 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA009 | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA009 | -54.32 | -55.70 | -55.38 | -53.38 | -65.85 | -80.72 |
| SO XBADJ | T4NZA009 | -93.14 | -102.73 | -109.20 | -112.35 | -112.09 | -108.42 |
| SO XBADJ | T4NZA009 | -101.46 | -99.48 | -94.94 | -87.52 | -77.44 | -65.00 |
| SO XBADJ | T4NZA009 | -50.59 | -34.64 | -17.64 | -0.11 | 1.22 | -2.03 |
| SO XBADJ | T4NZA009 | -226.49 | -8.23 | -11.00 | -13.44 | -15.47 | -17.03 |
| SO XBADJ | T4NZA009 | -18.07 | -25.22 | -33.48 | -40.72 | -46.72 | -51.30 |
| SO YBADJ | T4NZA009 | 49.46 | 48.31 | 45.70 | 41.69 | 37.13 | 30.73 |
| SO YBADJ | T4NZA009 | 23.40 | 15.36 | 6.85 | -1.87 | -10.53 | -18.87 |
| SO YBADJ | T4NZA009 | -26.63 | -33.53 | -39.35 | -43.97 | -47.25 | -49.10 |
| SO YBADJ | T4NZA009 | -49.46 | -48.31 | -45.70 | -41.69 | -37.13 | -30.73 |
| SO YBADJ | T4NZA009 | 53.35 | -15.36 | -6.85 | 1.87 | 10.53 | 18.87 |
| SO YBADJ | T4NZA009 | 26.63 | 33.53 | 39.35 | 43.97 | 47.25 | 49.10 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00A | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00A | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00A | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00A | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00A | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00A | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00A | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00A | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00A | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00A | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00A | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00A | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00A | -58.26 | -58.56 | -57.07 | -53.85 | -65.09 | -78.75 |
| SO XBADJ | T4NZA00A | -90.02 | -98.56 | -104.10 | -106.48 | -105.62 | -101.55 |
| SO XBADJ | T4NZA00A | -94.40 | -92.45 | -88.15 | -81.17 | -71.72 | -60.10 |
| SO XBADJ | T4NZA00A | -46.65 | -31.78 | -15.95 | 0.37 | 0.46 | -3.99 |
| SO XBADJ | T4NZA00A | -8.32 | -12.40 | -16.10 | -19.31 | -21.94 | -23.89 |
| SO XBADJ | T4NZA00A | -25.12 | -32.25 | -40.27 | -47.06 | -52.43 | -56.20 |
| SO YBADJ | T4NZA00A | 43.58 | 41.84 | 38.83 | 34.64 | 30.10 | 23.94 |
| SO YBADJ | T4NZA00A | 17.05 | 9.65 | 1.95 | -5.81 | -13.39 | -20.56 |
| SO YBADJ | T4NZA00A | -27.11 | -32.77 | -37.38 | -40.85 | -43.08 | -44.00 |
| SO YBADJ | T4NZA00A | -43.58 | -41.84 | -38.83 | -34.64 | -30.10 | -23.94 |
| SO YBADJ | T4NZA00A | -17.05 | -9.65 | -1.95 | 5.81 | 13.39 | 20.56 |
| SO YBADJ | T4NZA00A | 27.11 | 32.77 | 37.38 | 40.85 | 43.08 | 44.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00B | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00B | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00B | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00B | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00B | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00B | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00B | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00B | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00B | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00B | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00B | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00B | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00B | -61.93 | -61.17 | -58.55 | -54.16 | -64.22 | -76.72 |
| SO XBADJ | T4NZA00B | -86.90 | -94.43 | -99.10 | -100.75 | -99.35 | -94.92 |
| SO XBADJ | T4NZA00B | -87.61 | -85.71 | -81.66 | -75.14 | -66.33 | -55.50 |
| SO XBADJ | T4NZA00B | -42.99 | -29.17 | -14.46 | 0.68 | -0.42 | -6.02 |
| SO XBADJ | T4NZA00B | -11.45 | -16.53 | -21.10 | -25.03 | -28.21 | -30.52 |
| SO XBADJ | T4NZA00B | -31.91 | -38.99 | -46.75 | -53.10 | -57.83 | -60.80 |
| SO YBADJ | T4NZA00B | 37.86 | 35.57 | 32.20 | 27.85 | 23.36 | 17.46 |
| SO YBADJ | T4NZA00B | 11.02 | 4.25 | -2.65 | -9.47 | -16.00 | -22.04 |
| SO YBADJ | T4NZA00B | -27.42 | -31.90 | -35.35 | -37.73 | -38.95 | -39.00 |
| SO YBADJ | T4NZA00B | -37.86 | -35.57 | -32.20 | -27.85 | -23.36 | -17.46 |
| SO YBADJ | T4NZA00B | -11.02 | -4.25 | 2.65 | 9.47 | 16.00 | 22.04 |
| SO YBADJ | T4NZA00B | 27.42 | 31.90 | 35.35 | 37.73 | 38.95 | 39.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00C | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00C | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00C | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00C | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00C | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00C | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00C | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00C | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00C | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00C | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00C | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | T4NZA00C | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00C | -65.73 | -63.87 | -60.06 | -54.43 | -63.24 | -74.53 |
| SO XBADJ | T4NZA00C | -83.56 | -90.05 | -93.80 | -94.70 | -92.73 | -87.93 |
| SO XBADJ | T4NZA00C | -80.47 | -78.63 | -74.86 | -68.81 | -60.68 | -50.70 |
| SO XBADJ | T4NZA00C | -39.18 | -26.47 | -12.96 | 0.95 | -1.39 | -8.21 |
| SO XBADJ | T4NZA00C | -14.79 | -20.91 | -26.40 | -31.09 | -34.83 | -37.51 |
| SO XBADJ | T4NZA00C | -39.06 | -46.07 | -53.56 | -59.42 | -63.47 | -65.60 |
| SO YBADJ | T4NZA00C | 31.81 | 28.95 | 25.21 | 20.71 | 16.28 | 10.65 |
| SO YBADJ | T4NZA00C | 4.70 | -1.40 | -7.45 | -13.28 | -18.70 | -23.55 |
| SO YBADJ | T4NZA00C | -27.69 | -30.93 | -33.16 | -34.39 | -34.57 | -33.70 |
| SO YBADJ | T4NZA00C | -31.81 | -28.95 | -25.21 | -20.71 | -16.28 | -10.65 |
| SO YBADJ | T4NZA00C | -4.70 | 1.40 | 7.45 | 13.28 | 18.70 | 23.55 |
| SO YBADJ | T4NZA00C | 27.69 | 30.93 | 33.16 | 34.39 | 34.57 | 33.70 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00D | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00D | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00D | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00D | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00D | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00D | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00D | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00D | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00D | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00D | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00D | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00D | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00D | -69.65 | -66.58 | -61.49 | -54.53 | -62.01 | -72.01 |
| SO XBADJ | T4NZA00D | -79.82 | -85.20 | -88.00 | -88.12 | -85.57 | -80.41 |
| SO XBADJ | T4NZA00D | -72.81 | -71.07 | -67.63 | -62.13 | -54.75 | -45.70 |
| SO XBADJ | T4NZA00D | -35.26 | -23.76 | -11.53 | 1.05 | -2.62 | -10.74 |
| SO XBADJ | T4NZA00D | -18.53 | -25.75 | -32.20 | -37.67 | -41.99 | -45.04 |
| SO XBADJ | T4NZA00D | -46.71 | -53.63 | -60.79 | -66.10 | -69.41 | -70.60 |
| SO YBADJ | T4NZA00D | 25.23 | 21.79 | 17.69 | 13.05 | 8.72 | 3.42 |
| SO YBADJ | T4NZA00D | -1.99 | -7.33 | -12.45 | -17.19 | -21.41 | -24.98 |
| SO YBADJ | T4NZA00D | -27.79 | -29.70 | -30.64 | -30.65 | -29.72 | -27.90 |
| SO YBADJ | T4NZA00D | -25.23 | -21.79 | -17.69 | -13.05 | -8.72 | -3.42 |
| SO YBADJ | T4NZA00D | 1.99 | 7.33 | 12.45 | 17.19 | 21.41 | 24.98 |
| SO YBADJ | T4NZA00D | 27.79 | 29.70 | 30.64 | 30.65 | 29.72 | 27.90 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00E | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00E | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00E | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00E | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00E | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00E | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00E | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00E | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00E | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00E | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00E | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00E | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00E | -73.71 | -69.38 | -62.94 | -54.60 | -60.68 | -69.33 |
| SO XBADJ | T4NZA00E | -75.87 | -80.10 | -81.90 | -81.21 | -78.06 | -72.53 |
| SO XBADJ | T4NZA00E | -64.80 | -63.16 | -60.07 | -55.16 | -48.57 | -40.50 |
| SO XBADJ | T4NZA00E | -31.20 | -20.96 | -10.07 | 1.11 | -3.95 | -13.42 |
| SO XBADJ | T4NZA00E | -22.48 | -30.86 | -38.30 | -44.58 | -49.50 | -52.92 |
| SO XBADJ | T4NZA00E | -54.73 | -61.54 | -68.34 | -73.08 | -75.59 | -75.80 |
| SO YBADJ | T4NZA00E | 18.32 | 14.28 | 9.80 | 5.03 | 0.81 | -4.14 |
| SO YBADJ | T4NZA00E | -8.96 | -13.51 | -17.65 | -21.25 | -24.21 | -26.44 |
| SO YBADJ | T4NZA00E | -27.85 | -28.37 | -27.95 | -26.69 | -24.62 | -21.80 |
| SO YBADJ | T4NZA00E | -18.32 | -14.28 | -9.80 | -5.03 | -0.81 | 4.14 |
| SO YBADJ | T4NZA00E | 8.96 | 13.51 | 17.65 | 21.25 | 24.21 | 26.44 |
| SO YBADJ | T4NZA00E | 27.85 | 28.37 | 27.95 | 26.69 | 24.62 | 21.80 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00F | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00F | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00F | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00F | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00F | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00F | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00F | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00F | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00F | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00F | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00F | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00F | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00F | -78.86 | -73.03 | -64.97 | -54.95 | -59.34 | -66.34 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | T4NZA00F | -71.32 | -74.14 | -74.70 | -72.99 | -69.07 | -63.04 |
| SO XBADJ | T4NZA00F | -55.10 | -53.56 | -50.84 | -46.59 | -40.92 | -34.00 |
| SO XBADJ | T4NZA00F | -26.05 | -17.31 | -8.04 | 1.47 | -5.29 | -16.40 |
| SO XBADJ | T4NZA00F | -27.02 | -36.82 | -45.50 | -52.80 | -58.49 | -62.40 |
| SO XBADJ | T4NZA00F | -64.42 | -71.14 | -77.57 | -81.65 | -83.24 | -82.30 |
| SO YBADJ | T4NZA00F | 10.10 | 5.29 | 0.32 | -4.66 | -8.79 | -13.36 |
| SO YBADJ | T4NZA00F | -17.53 | -21.16 | -24.15 | -26.41 | -27.86 | -28.46 |
| SO YBADJ | T4NZA00F | -28.21 | -27.03 | -24.97 | -22.15 | -18.66 | -14.60 |
| SO YBADJ | T4NZA00F | -10.10 | -5.29 | -0.32 | 4.66 | 8.79 | 13.36 |
| SO YBADJ | T4NZA00F | 17.53 | 21.16 | 24.15 | 26.41 | 27.86 | 28.46 |
| SO YBADJ | T4NZA00F | 28.21 | 27.03 | 24.97 | 22.15 | 18.66 | 14.60 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00G | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00G | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00G | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00G | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00G | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00G | 53.48 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00G | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00G | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00G | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00G | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00G | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00G | 119.53 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00G | -83.80 | -76.56 | -66.99 | -55.39 | -58.20 | -63.64 |
| SO XBADJ | T4NZA00G | -67.15 | -68.62 | -68.00 | -65.32 | -60.65 | -54.14 |
| SO XBADJ | T4NZA00G | -45.98 | -44.50 | -42.13 | -38.47 | -33.65 | -27.80 |
| SO XBADJ | T4NZA00G | -21.11 | -13.78 | -6.03 | 1.91 | -6.43 | -19.11 |
| SO XBADJ | T4NZA00G | -31.20 | -42.34 | -52.20 | -60.47 | -66.91 | -71.31 |
| SO XBADJ | T4NZA00G | -73.54 | -80.20 | -86.29 | -89.76 | -90.51 | -88.50 |
| SO YBADJ | T4NZA00G | 2.42 | -3.13 | -8.58 | -13.78 | -17.85 | -22.08 |
| SO YBADJ | T4NZA00G | -25.65 | -28.43 | -30.35 | -31.35 | -31.39 | -30.48 |
| SO YBADJ | T4NZA00G | -28.65 | -25.88 | -22.27 | -17.97 | -13.14 | -7.90 |
| SO YBADJ | T4NZA00G | -2.42 | 3.13 | 8.58 | 13.78 | 17.85 | 22.08 |
| SO YBADJ | T4NZA00G | 25.65 | 28.43 | 30.35 | 31.35 | 31.39 | 30.48 |
| SO YBADJ | T4NZA00G | 28.65 | 25.88 | 22.27 | 17.97 | 13.14 | 7.90 |
| SO BUILDHGT | T4NZA00H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00H | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00H | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00H | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00H | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00H | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00H | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00H | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00H | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00H | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00H | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00H | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00H | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00H | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00H | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00H | -84.35 | -79.04 | -71.33 | -61.45 | -65.80 | -72.55 |
| SO XBADJ | T4NZA00H | -77.10 | -79.30 | -79.10 | -76.49 | -71.56 | -64.45 |
| SO XBADJ | T4NZA00H | 0.00 | -52.71 | -48.89 | -43.58 | -36.95 | -29.20 |
| SO XBADJ | T4NZA00H | -20.56 | -11.30 | -1.69 | 7.97 | 1.17 | -10.19 |
| SO XBADJ | T4NZA00H | -21.25 | -31.65 | -41.10 | -49.30 | -56.00 | -60.99 |
| SO XBADJ | T4NZA00H | 0.00 | -71.99 | -79.53 | -84.65 | -87.20 | -87.10 |
| SO YBADJ | T4NZA00H | 13.60 | 7.78 | 1.73 | -4.38 | -9.64 | -15.32 |
| SO YBADJ | T4NZA00H | -20.53 | -25.12 | -28.95 | -31.90 | -33.87 | -34.82 |
| SO YBADJ | T4NZA00H | 0.00 | -33.48 | -31.18 | -27.93 | -23.83 | -19.00 |
| SO YBADJ | T4NZA00H | -13.60 | -7.78 | -1.73 | 4.38 | 9.64 | 15.32 |
| SO YBADJ | T4NZA00H | 20.53 | 25.12 | 28.95 | 31.90 | 33.87 | 34.82 |
| SO YBADJ | T4NZA00H | 0.00 | 33.48 | 31.18 | 27.93 | 23.83 | 19.00 |
| SO BUILDHGT | T4NZA00I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00I | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00I | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00I | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00I | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00I | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00I | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00I | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00I | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00I | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00I | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00I | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00I | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00I | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00I | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00I | -69.90 | -68.48 | -64.98 | -59.50 | -68.31 | -79.45 |
| SO XBADJ | T4NZA00I | -88.17 | -94.22 | -97.40 | -97.62 | -94.88 | -89.25 |
| SO XBADJ | T4NZA00I | 0.00 | -78.18 | -73.54 | -66.66 | -57.76 | -47.10 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | T4NZA00I | -35.01 | -21.86 | -8.04 | 6.02 | 3.68 | -3.30 |
| SO XBADJ | T4NZA00I | -10.17 | -16.74 | -22.80 | -28.17 | -32.68 | -36.20 |
| SO XBADJ | T4NZA00I | 0.00 | -46.52 | -54.88 | -61.57 | -66.39 | -69.20 |
| SO YBADJ | T4NZA00I | 34.73 | 31.10 | 26.53 | 21.15 | 15.83 | 9.33 |
| SO YBADJ | T4NZA00I | 2.54 | -4.32 | -11.05 | -17.45 | -23.31 | -28.47 |
| SO YBADJ | T4NZA00I | 0.00 | -36.00 | -38.08 | -39.00 | -38.74 | -37.30 |
| SO YBADJ | T4NZA00I | -34.73 | -31.10 | -26.53 | -21.15 | -15.83 | -9.33 |
| SO YBADJ | T4NZA00I | -2.54 | 4.32 | 11.05 | 17.45 | 23.31 | 28.47 |
| SO YBADJ | T4NZA00I | 0.00 | 36.00 | 38.08 | 39.00 | 38.74 | 37.30 |
| SO BUILDHGT | T4NZA00J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00J | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00J | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00J | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00J | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00J | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00J | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00J | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00J | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00J | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00J | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00J | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00J | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00J | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00J | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00J | -78.63 | -74.87 | -68.83 | -60.71 | -66.83 | -75.32 |
| SO XBADJ | T4NZA00J | -81.53 | -85.26 | -86.40 | -84.91 | -80.85 | -74.32 |
| SO XBADJ | T4NZA00J | 0.00 | -62.84 | -58.69 | -52.75 | -45.21 | -36.30 |
| SO XBADJ | T4NZA00J | -26.28 | -15.47 | -4.19 | 7.22 | 2.20 | -7.42 |
| SO XBADJ | T4NZA00J | -16.82 | -25.70 | -33.80 | -40.87 | -46.71 | -51.12 |
| SO XBADJ | T4NZA00J | 0.00 | -61.86 | -69.73 | -75.48 | -78.94 | -80.00 |
| SO YBADJ | T4NZA00J | 22.02 | 17.07 | 11.60 | 5.78 | 0.49 | -5.52 |
| SO YBADJ | T4NZA00J | -11.37 | -16.86 | -21.85 | -26.17 | -29.70 | -32.32 |
| SO YBADJ | T4NZA00J | 0.00 | -34.51 | -33.95 | -32.36 | -29.78 | -26.30 |
| SO YBADJ | T4NZA00J | -22.02 | -17.07 | -11.60 | -5.78 | -0.49 | 5.52 |
| SO YBADJ | T4NZA00J | 11.37 | 16.86 | 21.85 | 26.17 | 29.70 | 32.32 |
| SO YBADJ | T4NZA00J | 0.00 | 34.51 | 33.95 | 32.36 | 29.78 | 26.30 |
| SO BUILDHGT | T4NZA00K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00K | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00K | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00K | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00K | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00K | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00K | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00K | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 73.02 |
| SO BUILDWID | T4NZA00K | 0.00 | 64.63 | 82.75 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00K | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00K | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00K | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00K | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00K | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 125.45 |
| SO BUILDLEN | T4NZA00K | 0.00 | 124.70 | 128.42 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00K | -74.38 | -71.80 | -67.04 | -60.24 | -67.71 | -77.52 |
| SO XBADJ | T4NZA00K | -84.98 | -89.86 | -92.00 | -91.35 | -87.92 | -81.82 |
| SO XBADJ | T4NZA00K | 0.00 | -70.50 | -66.08 | -59.65 | -51.40 | -41.60 |
| SO XBADJ | T4NZA00K | -30.53 | -18.54 | -5.98 | 6.76 | 3.08 | -5.22 |
| SO XBADJ | T4NZA00K | -13.37 | -21.10 | -28.20 | -34.44 | -39.63 | -43.62 |
| SO XBADJ | T4NZA00K | 0.00 | -54.20 | -62.34 | -68.59 | -72.75 | -74.70 |
| SO YBADJ | T4NZA00K | 28.45 | 24.14 | 19.10 | 13.48 | 8.15 | 1.87 |
| SO YBADJ | T4NZA00K | -4.47 | -10.67 | -16.55 | -21.92 | -26.63 | -30.53 |
| SO YBADJ | T4NZA00K | 0.00 | -35.40 | -36.15 | -35.81 | -34.38 | -31.90 |
| SO YBADJ | T4NZA00K | -28.45 | -24.14 | -19.10 | -13.48 | -8.15 | -1.87 |
| SO YBADJ | T4NZA00K | 4.47 | 10.67 | 16.55 | 21.92 | 26.63 | 30.53 |
| SO YBADJ | T4NZA00K | 0.00 | 35.40 | 36.15 | 35.81 | 34.38 | 31.90 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00L | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00L | 184.09 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00L | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00L | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA00L | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00L | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00L | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00L | 138.12 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00L | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00L | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA00L | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00L | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00L | -130.35 | -113.53 | -93.26 | -70.17 | -69.83 | -72.96 |
| SO XBADJ | T4NZA00L | -73.87 | -72.54 | -69.00 | -63.37 | -55.81 | -46.56 |
| SO XBADJ | T4NZA00L | -35.89 | -33.34 | -31.39 | -28.49 | -24.72 | -20.20 |
| SO XBADJ | T4NZA00L | -15.07 | -9.47 | -3.59 | 2.40 | -17.26 | -136.14 |
| SO XBADJ | T4NZA00L | -152.13 | -163.50 | -169.90 | -171.14 | -167.18 | -137.88 |

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|---|---|---|---|---|---|---|---|
| SO XBADJ | T4NZA00L | -141.31 | -149.23 | -154.76 | -155.60 | -151.70 | -143.20 |
| SO YBADJ | T4NZA00L | -27.66 | -37.23 | -45.66 | -52.71 | -57.94 | -61.69 |
| SO YBADJ | T4NZA00L | -63.55 | -63.49 | -61.50 | -57.64 | -52.03 | -44.84 |
| SO YBADJ | T4NZA00L | -36.28 | -26.29 | -15.79 | -4.81 | 6.32 | 17.25 |
| SO YBADJ | T4NZA00L | 27.66 | 37.23 | 45.66 | 52.71 | 57.94 | 54.78 |
| SO YBADJ | T4NZA00L | 37.52 | 19.13 | 0.15 | -18.83 | -37.24 | 44.84 |
| SO YBADJ | T4NZA00L | 36.28 | 26.28 | 15.79 | 4.81 | -6.32 | -17.25 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00M | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00M | 184.09 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00M | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00M | 182.05 | 186.07 | 184.44 | 177.20 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00M | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00M | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00M | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00M | 138.12 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00M | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00M | 145.41 | 123.00 | 96.86 | 67.77 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00M | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00M | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00M | -124.76 | -109.63 | -91.17 | -69.93 | -71.47 | -76.42 |
| SO XBADJ | T4NZA00M | -79.05 | -79.28 | -77.10 | -72.58 | -65.85 | -57.12 |
| SO XBADJ | T4NZA00M | -46.66 | -43.99 | -41.59 | -37.93 | -33.12 | -27.30 |
| SO XBADJ | T4NZA00M | -20.65 | -13.38 | -5.69 | 2.16 | -114.37 | -132.67 |
| SO XBADJ | T4NZA00M | -146.95 | -156.75 | -161.80 | -161.93 | -157.14 | -127.32 |
| SO XBADJ | T4NZA00M | -130.55 | -138.58 | -144.57 | -146.16 | -143.31 | -136.10 |
| SO YBADJ | T4NZA00M | -18.45 | -27.19 | -35.10 | -41.94 | -47.30 | -51.49 |
| SO YBADJ | T4NZA00M | -54.11 | -55.09 | -54.40 | -52.05 | -48.13 | -42.74 |
| SO YBADJ | T4NZA00M | -36.05 | -27.93 | -19.25 | -9.99 | -0.43 | 9.15 |
| SO YBADJ | T4NZA00M | 18.45 | 27.19 | 35.10 | 41.94 | 59.73 | 44.58 |
| SO YBADJ | T4NZA00M | 28.08 | 10.73 | -6.95 | -24.42 | -41.14 | 42.74 |
| SO YBADJ | T4NZA00M | 36.05 | 27.93 | 19.25 | 9.99 | 0.43 | -9.15 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00N | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00N | 184.09 | 176.42 | 163.40 | 145.41 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00N | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00N | 182.05 | 186.07 | 184.44 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00N | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00N | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00N | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00N | 138.12 | 157.71 | 172.50 | 182.05 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00N | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00N | 145.41 | 123.00 | 96.86 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00N | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00N | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00N | -119.84 | -106.24 | -89.41 | -69.86 | -73.09 | -79.68 |
| SO XBADJ | T4NZA00N | -83.85 | -85.47 | -84.50 | -80.96 | 20.47 | -66.68 |
| SO XBADJ | T4NZA00N | -56.37 | -53.57 | -50.75 | -46.38 | -40.61 | -33.60 |
| SO XBADJ | T4NZA00N | -25.57 | -16.76 | -7.45 | -97.18 | -112.75 | -129.41 |
| SO XBADJ | T4NZA00N | -142.15 | -150.56 | -154.40 | -153.55 | -148.03 | -117.76 |
| SO XBADJ | T4NZA00N | -120.83 | -129.00 | -135.41 | -137.71 | -135.82 | -129.80 |
| SO YBADJ | T4NZA00N | -10.07 | -18.08 | -25.54 | -32.23 | -37.71 | -42.33 |
| SO YBADJ | T4NZA00N | -45.66 | -47.60 | -48.10 | -47.13 | 44.53 | -40.98 |
| SO YBADJ | T4NZA00N | -35.98 | -29.55 | -22.51 | -14.79 | -6.62 | 1.75 |
| SO YBADJ | T4NZA00N | 10.07 | 18.08 | 25.54 | 64.04 | 50.14 | 35.43 |
| SO YBADJ | T4NZA00N | 19.63 | 3.24 | -13.25 | -29.34 | -44.53 | 40.98 |
| SO YBADJ | T4NZA00N | 35.98 | 29.55 | 22.51 | 14.79 | 6.62 | -1.75 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00O | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00O | 184.09 | 176.42 | 163.40 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00O | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00O | 182.05 | 186.07 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00O | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00O | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00O | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00O | 138.12 | 157.71 | 172.50 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00O | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00O | 145.41 | 123.00 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00O | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00O | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00O | -114.14 | -102.21 | -87.17 | -69.49 | -74.59 | -83.01 |
| SO XBADJ | T4NZA00O | -88.91 | -92.10 | -92.50 | 18.63 | 10.49 | -77.21 |
| SO XBADJ | T4NZA00O | -67.13 | -64.23 | -60.98 | -55.89 | -49.09 | -40.80 |
| SO XBADJ | T4NZA00O | -31.27 | -20.79 | -97.12 | -97.56 | -111.25 | -126.09 |
| SO XBADJ | T4NZA00O | -137.09 | -143.93 | -146.40 | -144.42 | -138.05 | -107.23 |
| SO XBADJ | T4NZA00O | -110.07 | -118.34 | -125.17 | -128.20 | -127.34 | -122.60 |
| SO YBADJ | T4NZA00O | -0.94 | -8.10 | -15.01 | -21.47 | -27.06 | -32.10 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | T4NZA00O | -36.16 | -39.12 | -40.90 | 35.04 | 48.56 | -38.75 |
| SO YBADJ | T4NZA00O | -35.61 | -31.05 | -25.84 | -19.84 | -13.25 | -6.25 |
| SO YBADJ | T4NZA00O | 0.94 | 8.10 | 64.76 | 53.29 | 39.49 | 25.19 |
| SO YBADJ | T4NZA00O | 10.13 | -5.24 | -20.45 | -35.04 | -48.56 | 38.75 |
| SO YBADJ | T4NZA00O | 35.61 | 31.05 | 25.84 | 19.84 | 13.25 | 6.25 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00P | 182.05 | 127.56 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00P | 184.09 | 176.42 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00P | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00P | 182.05 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00P | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00P | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00P | 145.41 | 90.34 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00P | 138.12 | 157.71 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00P | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00P | 145.41 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00P | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00P | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00P | -107.12 | 8.41 | -84.30 | -68.86 | -76.21 | -86.83 |
| SO XBADJ | T4NZA00P | -94.82 | -99.93 | 16.70 | 7.75 | -96.87 | -89.83 |
| SO XBADJ | T4NZA00P | -80.06 | -77.08 | -73.35 | -67.40 | -59.40 | -49.60 |
| SO XBADJ | T4NZA00P | -38.29 | -98.75 | -99.99 | -98.19 | -109.63 | -122.26 |
| SO XBADJ | T4NZA00P | -131.17 | -136.11 | -136.90 | -133.54 | -89.20 | -94.60 |
| SO XBADJ | T4NZA00P | -97.14 | -105.50 | -112.80 | -116.68 | -117.02 | -113.80 |
| SO YBADJ | T4NZA00P | 9.95 | -62.34 | -2.39 | -8.54 | -14.21 | -19.72 |
| SO YBADJ | T4NZA00P | -24.64 | -28.81 | 29.25 | 42.05 | -35.69 | -35.87 |
| SO YBADJ | T4NZA00P | -34.97 | -32.67 | -29.66 | -25.76 | -21.08 | -15.75 |
| SO YBADJ | T4NZA00P | -9.95 | 62.34 | 52.14 | 40.35 | 26.64 | 12.82 |
| SO YBADJ | T4NZA00P | -1.39 | -15.56 | -29.25 | -42.06 | 35.69 | 35.87 |
| SO YBADJ | T4NZA00P | 34.97 | 32.67 | 29.66 | 25.76 | 21.08 | 15.75 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00Q | 125.79 | 127.56 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00Q | 184.09 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00Q | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00Q | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00Q | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00Q | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00Q | 104.91 | 90.34 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00Q | 138.12 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00Q | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00Q | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00Q | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00Q | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00Q | -3.59 | 13.13 | -81.82 | -68.68 | -78.35 | -91.23 |
| SO XBADJ | T4NZA00Q | -101.34 | 16.71 | 6.60 | -3.71 | -109.34 | -102.93 |
| SO XBADJ | T4NZA00Q | -93.39 | -90.23 | -85.94 | -79.03 | -69.73 | -58.30 |
| SO XBADJ | T4NZA00Q | -101.33 | -103.47 | -102.48 | -98.36 | -107.48 | -117.86 |
| SO XBADJ | T4NZA00Q | -124.66 | -127.67 | -126.80 | -122.08 | -76.73 | -81.51 |
| SO XBADJ | T4NZA00Q | -83.81 | -92.34 | -100.22 | -105.05 | -106.70 | -105.10 |
| SO YBADJ | T4NZA00Q | -59.18 | -49.87 | 10.71 | 4.79 | -1.05 | -7.14 |
| SO YBADJ | T4NZA00Q | -13.01 | 25.88 | 37.95 | 48.87 | -30.97 | -33.39 |
| SO YBADJ | T4NZA00Q | -34.80 | -34.81 | -34.06 | -32.28 | -29.51 | -25.85 |
| SO YBADJ | T4NZA00Q | 59.18 | 49.87 | 39.04 | 27.02 | 13.48 | 0.23 |
| SO YBADJ | T4NZA00Q | -13.02 | -25.88 | -37.95 | -48.87 | 30.97 | 33.39 |
| SO YBADJ | T4NZA00Q | 34.80 | 34.81 | 34.06 | 32.28 | 29.51 | 25.85 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00R | 125.79 | 127.56 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00R | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00R | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 120.20 |
| SO BUILDWID | T4NZA00R | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00R | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00R | 67.77 | 87.08 | 114.34 | 138.12 | 157.71 | 120.20 |
| SO BUILDLEN | T4NZA00R | 104.91 | 90.34 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00R | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00R | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 116.30 |
| SO BUILDLEN | T4NZA00R | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00R | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00R | 177.20 | 182.57 | 186.16 | 184.09 | 176.42 | 116.30 |
| SO XBADJ | T4NZA00R | 5.50 | 19.53 | -78.31 | -68.17 | -80.84 | -96.65 |
| SO XBADJ | T4NZA00R | 18.12 | 6.00 | -6.30 | -18.41 | -125.40 | -119.85 |
| SO XBADJ | T4NZA00R | -110.67 | -107.34 | -102.35 | -94.25 | -83.29 | -107.60 |
| SO XBADJ | T4NZA00R | -110.41 | -109.87 | -105.98 | -98.88 | -104.99 | -112.44 |
| SO XBADJ | T4NZA00R | -116.47 | -116.96 | -113.90 | -107.38 | -60.68 | -64.59 |
| SO XBADJ | T4NZA00R | -66.53 | -75.24 | -83.81 | -89.84 | -93.13 | -8.70 |
| SO YBADJ | T4NZA00R | -44.48 | -33.81 | 27.63 | 22.07 | 16.05 | 9.27 |
| SO YBADJ | T4NZA00R | 28.24 | 39.44 | 49.45 | 57.95 | -24.57 | -29.88 |
| SO YBADJ | T4NZA00R | -34.28 | -37.30 | -39.48 | -40.47 | -40.22 | 53.80 |

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|---|---|---|---|---|---|---|---|
| SO YBADJ | T4NZA00R | 44.48 | 33.81 | 22.12 | 9.75 | -3.62 | -16.17 |
| SO YBADJ | T4NZA00R | -28.24 | -39.44 | -49.45 | -57.95 | 24.57 | 29.88 |
| SO YBADJ | T4NZA00R | 34.28 | 37.30 | 39.48 | 40.47 | 40.22 | -53.80 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00S | 125.79 | 186.07 | 184.44 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00S | 128.23 | 124.15 | 116.30 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00S | 67.77 | 87.08 | 114.34 | 138.12 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00S | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00S | 128.23 | 124.15 | 116.30 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00S | 67.77 | 87.08 | 114.34 | 138.12 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00S | 104.91 | 123.00 | 96.86 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00S | 98.35 | 110.96 | 120.20 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00S | 177.20 | 182.57 | 186.16 | 184.09 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00S | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00S | 98.35 | 110.96 | 120.20 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00S | 177.20 | 182.57 | 186.16 | 184.09 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00S | 13.26 | -80.59 | -75.27 | -67.67 | -82.89 | -101.19 |
| SO XBADJ | T4NZA00S | 11.23 | -3.03 | -17.20 | -139.57 | -138.99 | -134.19 |
| SO XBADJ | T4NZA00S | -125.32 | -121.85 | -116.29 | -107.19 | -113.06 | -117.40 |
| SO XBADJ | T4NZA00S | -118.17 | -115.35 | -109.02 | -99.38 | -102.94 | -107.90 |
| SO XBADJ | T4NZA00S | -109.58 | -107.93 | -103.00 | -42.49 | -47.08 | -50.25 |
| SO XBADJ | T4NZA00S | -51.88 | -60.72 | -69.87 | -76.90 | -11.09 | 1.10 |
| SO YBADJ | T4NZA00S | -32.05 | 45.95 | 41.97 | 36.72 | 30.56 | 23.21 |
| SO YBADJ | T4NZA00S | 41.18 | 50.99 | 59.25 | -10.76 | -19.09 | -26.84 |
| SO YBADJ | T4NZA00S | -33.78 | -39.35 | -44.02 | -47.36 | 52.45 | 42.90 |
| SO YBADJ | T4NZA00S | 32.05 | 20.22 | 7.78 | -4.90 | -18.13 | -30.11 |
| SO YBADJ | T4NZA00S | -41.18 | -50.99 | -59.25 | 10.76 | 19.09 | 26.84 |
| SO YBADJ | T4NZA00S | 33.78 | 39.35 | 44.02 | 47.36 | -52.45 | -42.90 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00T | 125.79 | 186.07 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA00T | 128.23 | 124.15 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00T | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00T | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00T | 128.23 | 124.15 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00T | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00T | 104.91 | 123.00 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA00T | 98.35 | 110.96 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00T | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00T | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00T | 98.35 | 110.96 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00T | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00T | 19.70 | -76.10 | -72.87 | -67.43 | -84.82 | 21.11 |
| SO XBADJ | T4NZA00T | 5.20 | -10.86 | -145.30 | -150.25 | -150.63 | -146.43 |
| SO XBADJ | T4NZA00T | -137.79 | -134.17 | -128.09 | -116.21 | -122.77 | -125.60 |
| SO XBADJ | T4NZA00T | -124.61 | -119.84 | -111.42 | -99.62 | -101.01 | -103.86 |
| SO XBADJ | T4NZA00T | -103.55 | -100.10 | -27.20 | -31.81 | -35.44 | -38.01 |
| SO XBADJ | T4NZA00T | -39.41 | -48.40 | -58.07 | -12.02 | -1.38 | 9.30 |
| SO YBADJ | T4NZA00T | -21.37 | 57.59 | 54.21 | 49.19 | 42.89 | 41.91 |
| SO YBADJ | T4NZA00T | 52.10 | 60.69 | 6.10 | -4.32 | -14.60 | -24.44 |
| SO YBADJ | T4NZA00T | -33.54 | -41.28 | -48.06 | 54.38 | 44.62 | 33.50 |
| SO YBADJ | T4NZA00T | 21.37 | 8.58 | -4.46 | -17.37 | -30.46 | -41.91 |
| SO YBADJ | T4NZA00T | -52.10 | -60.69 | -6.10 | 4.32 | 14.60 | 24.44 |
| SO YBADJ | T4NZA00T | 33.54 | 41.28 | 48.06 | -54.38 | -44.62 | -33.50 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00U | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA00U | 128.23 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00U | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00U | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00U | 128.23 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00U | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00U | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA00U | 98.35 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00U | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00U | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00U | 98.35 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00U | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00U | -70.86 | -71.67 | -70.30 | -66.80 | -86.16 | 17.86 |
| SO XBADJ | T4NZA00U | 0.13 | -142.68 | -153.50 | -159.66 | -160.97 | -157.38 |
| SO XBADJ | T4NZA00U | -149.02 | -145.34 | -138.86 | -126.25 | -131.78 | -133.30 |
| SO XBADJ | T4NZA00U | -130.77 | -124.27 | -113.99 | -100.25 | -99.68 | -100.61 |
| SO XBADJ | T4NZA00U | -98.48 | -15.03 | -19.00 | -22.39 | -25.10 | -27.05 |
| SO XBADJ | T4NZA00U | -28.18 | -37.23 | -47.30 | -1.98 | 7.63 | 17.00 |
| SO YBADJ | T4NZA00U | 68.63 | 67.93 | 65.17 | 60.42 | 54.06 | 52.68 |
| SO YBADJ | T4NZA00U | 62.14 | 25.34 | 13.80 | 1.84 | -10.17 | -21.87 |
| SO YBADJ | T4NZA00U | -32.91 | -42.61 | -51.32 | 49.31 | 37.88 | 25.30 |
| SO YBADJ | T4NZA00U | 11.95 | -1.76 | -15.41 | -28.60 | -41.63 | -52.68 |
| SO YBADJ | T4NZA00U | -62.14 | -25.34 | -13.80 | -1.84 | 10.17 | 21.87 |

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|---|---|---|---|---|---|---|---|
| SO YBADJ | T4NZA00U | 32.91 | 42.61 | 51.32 | -49.31 | -37.88 | -25.30 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00V | 182.05 | 186.07 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA00V | 184.09 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00V | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00V | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00V | 184.09 | 176.42 | 163.40 | 145.41 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00V | 67.77 | 87.08 | 114.34 | 98.35 | 110.96 | 172.50 |
| SO BUILDLEN | T4NZA00V | 145.41 | 123.00 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA00V | 138.12 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00V | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00V | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00V | 138.12 | 157.71 | 172.50 | 182.05 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00V | 177.20 | 182.57 | 186.16 | 128.23 | 124.15 | 163.40 |
| SO XBADJ | T4NZA00V | -64.88 | -67.39 | -67.86 | -66.26 | -87.54 | 14.60 |
| SO XBADJ | T4NZA00V | -132.56 | -149.35 | -161.60 | -168.94 | -171.14 | -168.15 |
| SO XBADJ | T4NZA00V | -160.05 | -156.29 | -149.40 | -136.07 | -140.57 | -140.80 |
| SO XBADJ | T4NZA00V | -136.75 | -128.55 | -116.44 | -100.79 | -98.30 | -97.34 |
| SO XBADJ | T4NZA00V | -5.56 | -8.36 | -10.90 | -13.11 | -14.93 | -16.29 |
| SO XBADJ | T4NZA00V | -17.16 | -26.28 | -36.76 | 7.84 | 16.42 | -60.40 |
| SO YBADJ | T4NZA00V | 77.91 | 78.11 | 75.93 | 71.44 | 65.01 | 63.23 |
| SO YBADJ | T4NZA00V | 45.92 | 34.13 | 21.30 | 7.82 | -5.89 | -19.43 |
| SO YBADJ | T4NZA00V | -32.37 | -44.00 | -54.58 | 44.26 | 31.20 | 17.20 |
| SO YBADJ | T4NZA00V | 2.67 | -11.93 | -26.18 | -39.63 | -52.58 | -63.23 |
| SO YBADJ | T4NZA00V | -45.92 | -34.13 | -21.30 | -7.82 | 5.89 | 19.43 |
| SO YBADJ | T4NZA00V | 32.37 | 44.00 | 54.58 | -44.26 | -31.20 | 75.35 |
| SO BUILDHGT | T4NZA00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00W | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00W | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00W | 182.05 | 186.07 | 125.45 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00W | 184.09 | 176.42 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00W | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00W | 182.05 | 186.07 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00W | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00W | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00W | 145.41 | 123.00 | 73.02 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00W | 138.12 | 157.71 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00W | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00W | 145.41 | 123.00 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00W | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00W | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00W | -121.62 | -110.55 | 15.16 | -78.76 | -83.91 | -92.10 |
| SO XBADJ | T4NZA00W | -97.48 | -99.91 | 19.40 | 13.04 | 6.29 | -79.90 |
| SO XBADJ | T4NZA00W | 0.00 | -63.70 | -58.84 | -52.20 | -43.97 | -34.40 |
| SO XBADJ | T4NZA00W | -23.79 | -12.45 | -88.18 | -88.28 | -101.93 | -117.00 |
| SO XBADJ | T4NZA00W | -128.51 | -136.12 | -139.60 | -138.83 | -133.85 | -104.54 |
| SO XBADJ | T4NZA00W | 0.00 | -118.87 | -127.32 | -131.89 | -132.46 | -129.00 |
| SO YBADJ | T4NZA00W | 4.65 | -3.90 | -62.07 | -20.37 | -27.59 | -34.24 |
| SO YBADJ | T4NZA00W | -39.85 | -44.25 | 14.05 | 27.55 | 40.22 | -47.69 |
| SO YBADJ | T4NZA00W | 0.00 | -40.37 | -34.93 | -28.42 | -21.06 | -13.05 |
| SO YBADJ | T4NZA00W | -4.65 | 3.90 | 62.07 | 52.19 | 40.02 | 27.33 |
| SO YBADJ | T4NZA00W | 13.82 | -0.12 | -14.05 | -27.55 | -40.22 | 47.69 |
| SO YBADJ | T4NZA00W | 0.00 | 40.37 | 34.93 | 28.42 | 21.06 | 13.05 |
| SO BUILDHGT | T4NZA00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00X | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00X | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00X | 125.79 | 127.56 | 125.45 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00X | 184.09 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00X | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDWID | T4NZA00X | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00X | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00X | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 172.50 |
| SO BUILDLEN | T4NZA00X | 104.91 | 90.34 | 73.02 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00X | 138.12 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00X | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO BUILDLEN | T4NZA00X | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00X | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00X | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 163.40 |
| SO XBADJ | T4NZA00X | -15.97 | 1.85 | 19.61 | -76.79 | -84.48 | -95.18 |
| SO XBADJ | T4NZA00X | -103.00 | 17.39 | 9.60 | 1.52 | -6.61 | -93.78 |
| SO XBADJ | T4NZA00X | 0.00 | -78.27 | -73.09 | -65.70 | -56.30 | -45.20 |
| SO XBADJ | T4NZA00X | -88.95 | -92.19 | -92.63 | -90.26 | -101.36 | -113.91 |
| SO XBADJ | T4NZA00X | -123.00 | -128.35 | -129.80 | -127.31 | -120.95 | -90.66 |
| SO XBADJ | T4NZA00X | 0.00 | -104.30 | -113.06 | -118.39 | -120.12 | -118.20 |
| SO YBADJ | T4NZA00X | -64.41 | -57.17 | -48.19 | -5.93 | -13.02 | -19.98 |
| SO YBADJ | T4NZA00X | -26.35 | 12.46 | 24.85 | 36.49 | 47.02 | -43.23 |
| SO YBADJ | T4NZA00X | 0.00 | -40.93 | -38.01 | -33.94 | -28.83 | -22.85 |
| SO YBADJ | T4NZA00X | 64.41 | 57.17 | 48.19 | 37.74 | 25.44 | 13.08 |
| SO YBADJ | T4NZA00X | 0.32 | -12.46 | -24.85 | -36.49 | -47.02 | 43.23 |
| SO YBADJ | T4NZA00X | 0.00 | 40.93 | 38.01 | 33.94 | 28.83 | 22.85 |
| SO BUILDHGT | T4NZA00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | T4NZA00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Y | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Y | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00Y | 125.79 | 127.56 | 125.45 | 177.20 | 182.57 | 186.16 |
| SO BUILDWID | T4NZA00Y | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00Y | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 120.20 |
| SO BUILDWID | T4NZA00Y | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00Y | 128.23 | 124.15 | 116.30 | 104.91 | 90.34 | 96.86 |
| SO BUILDWID | T4NZA00Y | 0.00 | 87.08 | 114.34 | 138.12 | 157.71 | 120.20 |
| SO BUILDLEN | T4NZA00Y | 104.91 | 90.34 | 73.02 | 67.77 | 87.08 | 114.34 |
| SO BUILDLEN | T4NZA00Y | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00Y | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 116.30 |
| SO BUILDLEN | T4NZA00Y | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00Y | 98.35 | 110.96 | 120.20 | 125.79 | 127.56 | 184.44 |
| SO BUILDLEN | T4NZA00Y | 0.00 | 182.57 | 186.16 | 184.09 | 176.42 | 116.30 |
| SO XBADJ | T4NZA00Y | -10.23 | 5.76 | 21.57 | -76.84 | -86.54 | -99.19 |
| SO XBADJ | T4NZA00Y | 18.82 | 9.91 | 0.70 | -8.53 | -17.50 | -105.19 |
| SO XBADJ | T4NZA00Y | 0.00 | -89.66 | -83.95 | -75.69 | -65.14 | -90.40 |
| SO XBADJ | T4NZA00Y | -94.69 | -96.10 | -94.59 | -90.21 | -99.30 | -109.90 |
| SO XBADJ | T4NZA00Y | -117.17 | -120.87 | -120.90 | -117.26 | -110.05 | -79.25 |
| SO XBADJ | T4NZA00Y | 0.00 | -92.91 | -102.21 | -108.39 | -111.29 | -25.90 |
| SO YBADJ | T4NZA00Y | -54.36 | -46.27 | -36.78 | 5.65 | -1.63 | -9.13 |
| SO YBADJ | T4NZA00Y | 9.68 | 21.29 | 32.25 | 42.23 | 50.93 | -41.28 |
| SO YBADJ | T4NZA00Y | 0.00 | -42.99 | -42.02 | -39.77 | -36.31 | 60.80 |
| SO YBADJ | T4NZA00Y | 54.36 | 46.27 | 36.78 | 26.17 | 14.06 | 2.22 |
| SO YBADJ | T4NZA00Y | -9.68 | -21.29 | -32.25 | -42.23 | -50.93 | 41.28 |
| SO YBADJ | T4NZA00Y | 0.00 | 42.99 | 42.02 | 39.77 | 36.31 | -60.80 |
| SO BUILDHGT | T4NZA00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Z | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA00Z | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA00Z | 125.79 | 127.56 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA00Z | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00Z | 0.00 | 87.08 | 114.34 | 138.12 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA00Z | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA00Z | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA00Z | 0.00 | 87.08 | 114.34 | 138.12 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA00Z | 104.91 | 90.34 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA00Z | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00Z | 0.00 | 182.57 | 186.16 | 184.09 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA00Z | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA00Z | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA00Z | 0.00 | 182.57 | 186.16 | 184.09 | 124.15 | 116.30 |
| SO XBADJ | T4NZA00Z | -2.19 | 11.49 | -86.46 | -76.18 | -88.47 | 22.68 |
| SO XBADJ | T4NZA00Z | 11.94 | 0.83 | -10.30 | -21.12 | -126.73 | -119.77 |
| SO XBADJ | T4NZA00Z | 0.00 | -104.47 | -98.20 | -88.95 | -95.22 | -100.50 |
| SO XBADJ | T4NZA00Z | -102.72 | -101.83 | -97.84 | -90.87 | -97.37 | -105.43 |
| SO XBADJ | T4NZA00Z | -110.28 | -111.79 | -109.90 | -104.67 | -59.35 | -64.67 |
| SO XBADJ | T4NZA00Z | 0.00 | -78.10 | -87.96 | -95.14 | -28.93 | -15.80 |
| SO YBADJ | T4NZA00Z | -41.78 | -32.48 | 27.55 | 20.57 | 13.18 | 12.03 |
| SO YBADJ | T4NZA00Z | 22.93 | 33.15 | 42.35 | 50.27 | -32.61 | -38.03 |
| SO YBADJ | T4NZA00Z | 0.00 | -44.93 | -46.50 | -46.65 | 56.31 | 49.80 |
| SO YBADJ | T4NZA00Z | 41.78 | 32.48 | 22.20 | 11.25 | -0.75 | -12.03 |
| SO YBADJ | T4NZA00Z | -22.93 | -33.15 | -42.35 | -50.27 | 32.61 | 38.03 |
| SO YBADJ | T4NZA00Z | 0.00 | 44.93 | 46.50 | 46.65 | -56.31 | -49.80 |
| SO BUILDHGT | T4NZA010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA010 | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | T4NZA010 | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | T4NZA010 | 125.79 | 127.56 | 184.44 | 177.20 | 182.57 | 128.42 |
| SO BUILDWID | T4NZA010 | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA010 | 0.00 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDWID | T4NZA010 | 125.79 | 127.56 | 125.45 | 119.53 | 124.70 | 128.42 |
| SO BUILDWID | T4NZA010 | 128.23 | 124.15 | 116.30 | 104.91 | 123.00 | 96.86 |
| SO BUILDWID | T4NZA010 | 0.00 | 87.08 | 114.34 | 98.35 | 110.96 | 120.20 |
| SO BUILDLEN | T4NZA010 | 104.91 | 90.34 | 96.86 | 67.77 | 87.08 | 82.75 |
| SO BUILDLEN | T4NZA010 | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA010 | 0.00 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO BUILDLEN | T4NZA010 | 104.91 | 90.34 | 73.02 | 53.48 | 64.63 | 82.75 |
| SO BUILDLEN | T4NZA010 | 98.35 | 110.96 | 120.20 | 125.79 | 186.07 | 184.44 |
| SO BUILDLEN | T4NZA010 | 0.00 | 182.57 | 186.16 | 128.23 | 124.15 | 116.30 |
| SO XBADJ | T4NZA010 | 5.17 | 16.48 | -83.98 | -76.29 | -91.17 | 17.47 |
| SO XBADJ | T4NZA010 | 4.38 | -8.84 | -21.80 | -34.09 | -140.78 | -134.48 |
| SO XBADJ | T4NZA010 | 0.00 | -119.14 | -112.18 | -99.91 | -106.58 | -110.00 |
| SO XBADJ | T4NZA010 | -110.08 | -106.82 | -100.31 | -90.76 | -94.66 | -100.22 |
| SO XBADJ | T4NZA010 | -102.73 | -102.11 | -98.40 | -91.70 | -45.29 | -49.96 |
| SO XBADJ | T4NZA010 | 0.00 | -63.44 | -73.98 | -28.32 | -17.58 | -6.30 |
| SO YBADJ | T4NZA010 | -28.80 | -18.43 | 42.26 | 35.48 | 27.85 | 26.00 |
| SO YBADJ | T4NZA010 | 35.79 | 44.50 | 51.85 | 57.63 | -27.62 | -35.55 |
| SO YBADJ | T4NZA010 | 0.00 | -47.63 | -51.71 | 53.55 | 46.63 | 38.30 |
| SO YBADJ | T4NZA010 | 28.80 | 18.43 | 7.49 | -3.67 | -15.42 | -26.00 |
| SO YBADJ | T4NZA010 | -35.79 | -44.50 | -51.85 | -57.63 | 27.62 | 35.55 |
| SO YBADJ | T4NZA010 | 0.00 | 47.63 | 51.71 | -53.55 | -46.63 | -38.30 |
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00L | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00L | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00L | 95.91 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00L | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00L | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00L | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00L | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00L | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00L | 92.11 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00L | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00L | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00L | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00L | -84.93 | -81.18 | -54.98 | -62.06 | -67.27 | -70.42 |
| SO XBADJ | IM1GI00L | -77.08 | -85.64 | -91.60 | -10.86 | -1.50 | 7.92 |
| SO XBADJ | IM1GI00L | 17.09 | -79.03 | -68.58 | -64.91 | 21.66 | 11.50 |
| SO XBADJ | IM1GI00L | 0.99 | -9.54 | -68.38 | -62.59 | -54.90 | -45.54 |
| SO XBADJ | IM1GI00L | -43.71 | -44.94 | -44.80 | -97.95 | -104.92 | -108.71 |
| SO XBADJ | IM1GI00L | -109.19 | -106.36 | -100.29 | -92.42 | -86.12 | -86.10 |
| SO YBADJ | IM1GI00L | -43.54 | -51.71 | 28.02 | 27.89 | 26.91 | 25.12 |
| SO YBADJ | IM1GI00L | 24.74 | 28.27 | 24.05 | -42.96 | -35.82 | -27.59 |
| SO YBADJ | IM1GI00L | -18.52 | -6.18 | -12.44 | -16.69 | 23.52 | 34.05 |
| SO YBADJ | IM1GI00L | 43.54 | 51.71 | -28.01 | -27.89 | -26.91 | -25.12 |
| SO YBADJ | IM1GI00L | -24.74 | -28.27 | -24.05 | 42.96 | 35.82 | 27.59 |
| SO YBADJ | IM1GI00L | 18.52 | 8.88 | -1.02 | -12.28 | -23.52 | -34.05 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00N | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00N | 80.35 | 83.39 | 97.70 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI00N | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI00N | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00N | 80.35 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00N | 95.91 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI00N | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00N | 120.79 | 130.58 | 136.40 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI00N | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI00N | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00N | 120.79 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00N | 92.11 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI00N | 0.79 | -0.45 | -1.67 | -2.84 | -3.92 | -4.89 |
| SO XBADJ | IM1GI00N | -11.35 | -21.70 | -31.40 | -40.14 | -47.67 | -53.74 |
| SO XBADJ | IM1GI00N | -58.19 | -60.86 | -61.69 | -69.51 | -85.91 | -99.70 |
| SO XBADJ | IM1GI00N | -110.46 | -117.87 | -121.69 | -121.82 | -118.25 | -111.08 |
| SO XBADJ | IM1GI00N | -109.44 | -139.32 | -148.20 | -152.58 | -152.33 | -147.44 |
| SO XBADJ | IM1GI00N | -138.08 | -43.36 | -25.22 | -10.84 | 2.52 | 2.00 |
| SO YBADJ | IM1GI00N | -28.90 | -20.11 | -10.72 | -1.00 | 8.75 | 18.23 |
| SO YBADJ | IM1GI00N | 29.33 | 44.21 | 50.85 | 55.63 | 58.71 | 60.01 |
| SO YBADJ | IM1GI00N | 59.49 | 57.16 | 53.09 | 49.05 | 43.59 | 36.80 |
| SO YBADJ | IM1GI00N | 28.90 | 20.11 | 10.72 | 1.00 | -8.75 | -18.23 |
| SO YBADJ | IM1GI00N | -29.33 | 37.95 | 22.00 | 6.12 | -9.95 | -25.72 |
| SO YBADJ | IM1GI00N | -40.71 | -57.16 | -53.09 | -49.05 | -43.59 | -36.80 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00P | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00P | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00P | 95.91 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00P | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00P | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00P | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00P | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00P | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00P | 92.11 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00P | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00P | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00P | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00P | -81.65 | -77.22 | -50.46 | -57.13 | -62.06 | -65.10 |
| SO XBADJ | IM1GI00P | -71.81 | -80.58 | -86.90 | -6.67 | 2.07 | 10.74 |
| SO XBADJ | IM1GI00P | 19.08 | -77.92 | -68.39 | -65.65 | 20.01 | 9.00 |
| SO XBADJ | IM1GI00P | -2.28 | -13.50 | -72.90 | -67.53 | -60.11 | -50.86 |
| SO XBADJ | IM1GI00P | -48.98 | -50.00 | -49.50 | -102.14 | -108.49 | -111.53 |
| SO XBADJ | IM1GI00P | -111.19 | -107.46 | -100.48 | -91.67 | -84.47 | -83.60 |
| SO YBADJ | IM1GI00P | -47.74 | -55.28 | 25.19 | 25.90 | 25.81 | 24.94 |
| SO YBADJ | IM1GI00P | 25.48 | 29.92 | 26.55 | -39.68 | -31.86 | -23.07 |
| SO YBADJ | IM1GI00P | -13.58 | -0.97 | -7.12 | -11.42 | 28.58 | 38.75 |
| SO YBADJ | IM1GI00P | 47.74 | 55.28 | -25.19 | -25.90 | -25.81 | -24.94 |
| SO YBADJ | IM1GI00P | -25.48 | -29.92 | -26.55 | 39.68 | 31.86 | 23.07 |
| SO YBADJ | IM1GI00P | 13.58 | 3.68 | -6.34 | -17.55 | -28.58 | -38.75 |
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI00Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00Q | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Q | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00Q | 95.91 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00Q | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Q | 80.35 | 83.39 | 97.70 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00Q | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00Q | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Q | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00Q | 92.11 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00Q | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Q | 120.79 | 130.58 | 136.40 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00Q | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00Q | -78.03 | -72.88 | -45.54 | -51.77 | -56.43 | -59.37 |
| SO XBADJ | IM1GI00Q | -66.15 | -75.17 | -81.90 | -2.23 | 5.81 | 13.67 |
| SO XBADJ | IM1GI00Q | 21.11 | -76.85 | -68.32 | -66.58 | 18.12 | 6.20 |
| SO XBADJ | IM1GI00Q | -5.91 | -17.84 | -77.82 | -72.89 | -65.74 | -56.59 |
| SO XBADJ | IM1GI00Q | -54.63 | -55.41 | -54.50 | -106.58 | -112.23 | -114.46 |
| SO XBADJ | IM1GI00Q | -113.22 | -108.53 | -100.55 | -90.75 | -82.58 | -80.80 |
| SO YBADJ | IM1GI00Q | -52.18 | -59.02 | 22.26 | 23.86 | 24.74 | 24.86 |
| SO YBADJ | IM1GI00Q | 26.40 | 31.81 | 29.35 | -36.06 | -27.52 | -18.15 |
| SO YBADJ | IM1GI00Q | -8.22 | 4.66 | -1.39 | -5.76 | 33.99 | 43.75 |
| SO YBADJ | IM1GI00Q | 52.18 | 59.02 | -22.26 | -23.86 | -24.74 | -24.86 |
| SO YBADJ | IM1GI00Q | -26.40 | -31.81 | -29.35 | 36.06 | 27.52 | 18.15 |
| SO YBADJ | IM1GI00Q | 8.22 | -1.95 | -12.07 | -23.21 | -33.99 | -43.75 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00R | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00R | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00R | 95.91 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00R | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00R | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00R | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00R | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00R | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00R | 92.11 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00R | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00R | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00R | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00R | -74.89 | -33.94 | -40.83 | -46.48 | -50.72 | -53.42 |
| SO XBADJ | IM1GI00R | -60.14 | -69.27 | -4.60 | 2.90 | 10.32 | 17.42 |
| SO XBADJ | IM1GI00R | 23.99 | -74.94 | -67.42 | -66.73 | 16.93 | 4.00 |
| SO XBADJ | IM1GI00R | -9.05 | -84.38 | -82.53 | -78.17 | -71.44 | -62.54 |
| SO XBADJ | IM1GI00R | -60.65 | -61.31 | -103.30 | -111.72 | -116.74 | -118.21 |
| SO XBADJ | IM1GI00R | -116.09 | -110.45 | -101.45 | -90.60 | -81.39 | -78.60 |
| SO YBADJ | IM1GI00R | -57.31 | 15.48 | 18.51 | 20.99 | 22.83 | 23.97 |
| SO YBADJ | IM1GI00R | 26.55 | 33.00 | -41.30 | -32.92 | -23.54 | -13.44 |
| SO YBADJ | IM1GI00R | -2.94 | 10.36 | 4.56 | 0.25 | 39.89 | 49.35 |
| SO YBADJ | IM1GI00R | 57.31 | -15.48 | -18.51 | -20.99 | -22.83 | -23.97 |
| SO YBADJ | IM1GI00R | -26.55 | -33.00 | 41.30 | 32.92 | 23.54 | 13.44 |
| SO YBADJ | IM1GI00R | 2.94 | -7.66 | -18.02 | -29.22 | -39.89 | -49.35 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00S | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00S | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00S | 124.66 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00S | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00S | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00S | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00S | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00S | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00S | 118.37 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00S | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00S | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00S | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00S | -23.03 | -30.15 | -36.36 | -41.47 | -45.31 | -47.78 |
| SO XBADJ | IM1GI00S | -54.44 | -63.69 | 0.70 | 7.76 | 14.58 | 20.96 |
| SO XBADJ | IM1GI00S | -77.47 | -73.14 | -66.59 | -66.89 | 15.78 | 1.90 |
| SO XBADJ | IM1GI00S | -86.65 | -88.16 | -87.00 | -83.19 | -76.85 | -68.18 |
| SO XBADJ | IM1GI00S | -66.35 | -66.89 | -108.60 | -116.57 | -121.00 | -121.75 |
| SO XBADJ | IM1GI00S | -118.80 | -112.25 | -102.28 | -90.44 | -80.24 | -76.50 |
| SO YBADJ | IM1GI00S | 7.12 | 11.22 | 14.97 | 18.28 | 21.03 | 23.14 |
| SO YBADJ | IM1GI00S | 26.72 | 34.15 | -39.20 | -29.93 | -19.75 | -8.97 |
| SO YBADJ | IM1GI00S | 20.86 | 15.77 | 10.20 | 5.95 | 45.48 | 54.65 |
| SO YBADJ | IM1GI00S | -7.12 | -11.22 | -14.97 | -18.28 | -21.03 | -23.14 |
| SO YBADJ | IM1GI00S | -26.72 | -34.15 | 39.20 | 29.93 | 19.75 | 8.97 |
| SO YBADJ | IM1GI00S | -2.08 | -13.07 | -23.66 | -34.92 | -45.48 | -54.65 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00T | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |

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|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI00T | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00T | 124.66 | 122.17 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00T | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00T | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00T | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00T | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00T | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00T | 118.37 | 104.22 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00T | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00T | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00T | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00T | -20.00 | -26.60 | -32.39 | -37.19 | -40.86 | -43.29 |
| SO XBADJ | IM1GI00T | -50.05 | -59.53 | 4.50 | 11.08 | 17.33 | 23.05 |
| SO XBADJ | IM1GI00T | -76.10 | -72.53 | -66.77 | -67.84 | 14.08 | -0.50 |
| SO XBADJ | IM1GI00T | -89.67 | -91.72 | -90.98 | -87.47 | -81.31 | -72.67 |
| SO XBADJ | IM1GI00T | -70.74 | -71.05 | -112.40 | -119.90 | -123.75 | -123.84 |
| SO XBADJ | IM1GI00T | -120.17 | -112.85 | -102.10 | -89.48 | -78.54 | -74.10 |
| SO YBADJ | IM1GI00T | 3.79 | 8.47 | 12.88 | 16.91 | 20.42 | 23.32 |
| SO YBADJ | IM1GI00T | 27.67 | 35.86 | -36.80 | -26.91 | -16.20 | -4.99 |
| SO YBADJ | IM1GI00T | 25.14 | 20.22 | 14.69 | 10.35 | 49.63 | 58.45 |
| SO YBADJ | IM1GI00T | -3.79 | -8.47 | -12.88 | -16.91 | -20.42 | -23.32 |
| SO YBADJ | IM1GI00T | -27.67 | -35.86 | 36.80 | 26.91 | 16.20 | 4.99 |
| SO YBADJ | IM1GI00T | -6.36 | -17.52 | -28.15 | -39.31 | -49.64 | -58.45 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00U | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00U | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 123.36 |
| SO BUILDWID | IM1GI00U | 124.66 | 122.17 | 115.97 | 120.79 | 103.71 | 136.40 |
| SO BUILDWID | IM1GI00U | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00U | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00U | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 136.40 |
| SO BUILDLEN | IM1GI00U | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00U | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 128.93 |
| SO BUILDLEN | IM1GI00U | 118.37 | 104.22 | 86.91 | 80.35 | 64.46 | 97.70 |
| SO BUILDLEN | IM1GI00U | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00U | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00U | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 97.70 |
| SO XBADJ | IM1GI00U | -16.67 | -22.43 | -27.51 | -31.75 | -35.03 | -37.24 |
| SO XBADJ | IM1GI00U | -43.96 | -53.60 | 10.10 | 16.18 | 21.77 | -73.70 |
| SO XBADJ | IM1GI00U | -73.35 | -70.77 | -66.05 | -68.18 | 12.69 | -87.30 |
| SO XBADJ | IM1GI00U | -93.01 | -95.89 | -95.85 | -92.91 | -87.14 | -78.72 |
| SO XBADJ | IM1GI00U | -76.82 | -76.98 | -118.00 | -124.99 | -128.19 | -127.49 |
| SO XBADJ | IM1GI00U | -122.92 | -114.61 | -102.82 | -89.14 | -77.14 | -10.40 |
| SO YBADJ | IM1GI00U | -1.31 | 4.02 | 9.23 | 14.16 | 18.66 | 22.59 |
| SO YBADJ | IM1GI00U | 28.01 | 37.25 | -34.40 | -23.57 | -12.03 | 34.17 |
| SO YBADJ | IM1GI00U | 30.58 | 26.06 | 20.74 | 16.43 | 55.57 | 6.60 |
| SO YBADJ | IM1GI00U | 1.31 | -4.02 | -9.23 | -14.16 | -18.66 | -22.59 |
| SO YBADJ | IM1GI00U | -28.01 | -37.25 | 34.40 | 23.57 | 12.03 | 0.12 |
| SO YBADJ | IM1GI00U | -11.80 | -23.35 | -34.20 | -45.39 | -55.57 | -6.60 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00V | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00V | 80.35 | 83.39 | 74.60 | 83.94 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI00V | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI00V | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00V | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00V | 95.91 | 94.14 | 89.52 | 96.37 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI00V | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00V | 120.79 | 130.58 | 107.90 | 108.81 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI00V | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI00V | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00V | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00V | 92.11 | 80.62 | 66.68 | 61.26 | 83.39 | 97.70 |
| SO XBADJ | IM1GI00V | -12.84 | -17.60 | -21.82 | -25.38 | -28.16 | -30.09 |
| SO XBADJ | IM1GI00V | -36.75 | -46.53 | 16.80 | 22.31 | -66.43 | -69.24 |
| SO XBADJ | IM1GI00V | -69.95 | -68.54 | -65.04 | -68.43 | -80.44 | -90.00 |
| SO XBADJ | IM1GI00V | -96.83 | -100.72 | -101.54 | -99.28 | -94.01 | -85.88 |
| SO XBADJ | IM1GI00V | -84.04 | -84.05 | -124.70 | -131.12 | -133.56 | -131.94 |
| SO XBADJ | IM1GI00V | -126.32 | -116.85 | -103.83 | -88.90 | -2.95 | -7.70 |
| SO YBADJ | IM1GI00V | -7.44 | -1.35 | 4.78 | 10.77 | 16.42 | 21.58 |
| SO YBADJ | IM1GI00V | 28.26 | 38.74 | -31.70 | -19.75 | 41.56 | 39.86 |
| SO YBADJ | IM1GI00V | 36.95 | 32.92 | 27.89 | 23.65 | 18.76 | 13.30 |
| SO YBADJ | IM1GI00V | 7.44 | 1.35 | -4.78 | -10.77 | -16.42 | -21.58 |
| SO YBADJ | IM1GI00V | -28.26 | -38.74 | 31.70 | 19.75 | 7.20 | -5.57 |
| SO YBADJ | IM1GI00V | -18.17 | -30.22 | -41.35 | -52.61 | -18.76 | -13.30 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00W | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00W | 80.35 | 83.39 | 74.60 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI00W | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |

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|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI00W | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00W | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00W | 95.91 | 94.14 | 89.52 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI00W | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00W | 120.79 | 130.58 | 107.90 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI00W | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI00W | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00W | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00W | 92.11 | 80.62 | 66.68 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI00W | -9.30 | -13.32 | -16.93 | -20.03 | -22.52 | -24.32 |
| SO XBADJ | IM1GI00W | -31.03 | -41.04 | 21.90 | -57.05 | -62.56 | -66.18 |
| SO XBADJ | IM1GI00W | -67.78 | -67.33 | -64.82 | -69.22 | -82.21 | -92.70 |
| SO XBADJ | IM1GI00W | -100.37 | -105.00 | -106.43 | -104.63 | -99.65 | -91.64 |
| SO XBADJ | IM1GI00W | -89.76 | -89.54 | -129.80 | -135.68 | -137.43 | -135.01 |
| SO XBADJ | IM1GI00W | -128.49 | -118.06 | -104.04 | -11.12 | -1.18 | -5.00 |
| SO YBADJ | IM1GI00W | -11.99 | -5.22 | 1.72 | 8.60 | 15.21 | 21.37 |
| SO YBADJ | IM1GI00W | 29.05 | 40.52 | -29.00 | 45.54 | 45.84 | 44.75 |
| SO YBADJ | IM1GI00W | 42.30 | 38.57 | 33.66 | 29.36 | 24.25 | 18.40 |
| SO YBADJ | IM1GI00W | 11.99 | 5.22 | -1.72 | -8.60 | -15.21 | -21.37 |
| SO YBADJ | IM1GI00W | -29.05 | -40.52 | 29.00 | 16.20 | 2.92 | -10.46 |
| SO YBADJ | IM1GI00W | -23.52 | -35.86 | -47.12 | -29.36 | -24.25 | -18.40 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00X | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00X | 80.35 | 83.39 | 97.70 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI00X | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI00X | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00X | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00X | 95.91 | 94.14 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI00X | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00X | 120.79 | 130.58 | 136.40 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI00X | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI00X | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00X | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00X | 92.11 | 80.62 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI00X | -6.22 | -9.36 | -12.21 | -14.69 | -16.73 | -18.25 |
| SO XBADJ | IM1GI00X | -24.86 | -34.96 | -44.00 | -51.70 | -57.83 | -62.21 |
| SO XBADJ | IM1GI00X | -64.69 | -65.21 | -63.74 | -69.21 | -83.27 | -94.80 |
| SO XBADJ | IM1GI00X | -103.45 | -108.95 | -111.15 | -109.97 | -105.44 | -97.72 |
| SO XBADJ | IM1GI00X | -95.93 | -95.62 | -135.60 | -141.02 | -142.16 | -138.98 |
| SO XBADJ | IM1GI00X | -131.58 | -120.18 | -23.16 | -11.13 | -0.12 | -2.90 |
| SO YBADJ | IM1GI00X | -17.34 | -9.95 | -2.26 | 5.50 | 13.09 | 20.29 |
| SO YBADJ | IM1GI00X | 29.04 | 41.58 | 45.95 | 48.61 | 49.80 | 49.47 |
| SO YBADJ | IM1GI00X | 47.64 | 44.36 | 39.73 | 35.53 | 30.33 | 24.20 |
| SO YBADJ | IM1GI00X | 17.34 | 9.95 | 2.26 | -5.50 | -13.09 | -20.29 |
| SO YBADJ | IM1GI00X | -29.04 | -41.58 | 26.90 | 13.13 | -1.04 | -15.18 |
| SO YBADJ | IM1GI00X | -28.86 | -41.66 | -39.73 | -35.53 | -30.33 | -24.20 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00Y | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Y | 80.35 | 83.39 | 97.70 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI00Y | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI00Y | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Y | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00Y | 95.91 | 94.14 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI00Y | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Y | 120.79 | 130.58 | 136.40 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI00Y | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI00Y | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Y | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00Y | 92.11 | 80.62 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI00Y | -3.03 | -5.28 | -7.36 | -9.21 | -10.79 | -12.04 |
| SO XBADJ | IM1GI00Y | -18.56 | -28.77 | -38.10 | -46.27 | -53.04 | -58.20 |
| SO XBADJ | IM1GI00Y | -61.58 | -63.10 | -62.70 | -69.26 | -84.41 | -97.00 |
| SO XBADJ | IM1GI00Y | -106.64 | -113.04 | -116.00 | -115.44 | -111.38 | -103.93 |
| SO XBADJ | IM1GI00Y | -102.22 | -101.81 | -141.50 | -146.45 | -146.96 | -142.99 |
| SO XBADJ | IM1GI00Y | -134.69 | -122.29 | -24.21 | -11.08 | 1.02 | -0.70 |
| SO YBADJ | IM1GI00Y | -22.77 | -14.74 | -6.27 | 2.40 | 10.99 | 19.24 |
| SO YBADJ | IM1GI00Y | 29.09 | 42.72 | 48.15 | 51.80 | 53.88 | 54.32 |
| SO YBADJ | IM1GI00Y | 53.12 | 50.29 | 45.94 | 41.83 | 36.52 | 30.10 |
| SO YBADJ | IM1GI00Y | 22.77 | 14.74 | 6.27 | -2.40 | -10.99 | -19.24 |
| SO YBADJ | IM1GI00Y | -29.09 | -42.72 | 24.70 | 9.94 | -5.13 | -20.03 |
| SO YBADJ | IM1GI00Y | -34.33 | -47.59 | -45.94 | -41.83 | -36.52 | -30.10 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI00Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI00Z | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Z | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI00Z | 95.91 | 94.14 | 115.97 | 120.79 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI00Z | 108.81 | 106.42 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI00Z | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |

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|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI00Z | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI00Z | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Z | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00Z | 92.11 | 80.62 | 86.91 | 80.35 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI00Z | 83.94 | 90.72 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI00Z | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI00Z | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI00Z | -73.88 | -69.31 | -42.65 | -49.66 | -55.16 | -58.98 |
| SO XBADJ | IM1GI00Z | -66.65 | -76.54 | -12.40 | -5.20 | 2.17 | 9.46 |
| SO XBADJ | IM1GI00Z | 16.47 | 22.98 | -73.40 | -71.65 | 13.21 | 1.60 |
| SO XBADJ | IM1GI00Z | -10.06 | -21.41 | -80.71 | -75.00 | -67.01 | -56.99 |
| SO XBADJ | IM1GI00Z | -54.14 | -54.04 | -95.50 | -103.62 | -108.59 | -110.26 |
| SO XBADJ | IM1GI00Z | -108.57 | -103.60 | -95.47 | -85.68 | -77.67 | -76.20 |
| SO YBADJ | IM1GI00Z | -49.21 | -55.38 | 26.47 | 28.51 | 29.68 | 29.95 |
| SO YBADJ | IM1GI00Z | 31.48 | 36.72 | -38.90 | -31.91 | -23.95 | -15.26 |
| SO YBADJ | IM1GI00Z | -6.11 | 3.22 | -1.00 | -6.25 | 32.63 | 41.55 |
| SO YBADJ | IM1GI00Z | 49.21 | 55.38 | -26.47 | -28.51 | -29.68 | -29.95 |
| SO YBADJ | IM1GI00Z | -31.48 | -36.72 | 38.90 | 31.91 | 23.95 | 15.26 |
| SO YBADJ | IM1GI00Z | 6.11 | -3.22 | -12.46 | -22.71 | -32.63 | -41.55 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI010 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI010 | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI010 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI010 | 95.91 | 122.17 | 115.97 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI010 | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI010 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI010 | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI010 | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI010 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI010 | 92.11 | 104.22 | 86.91 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI010 | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI010 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI010 | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI010 | -70.25 | -29.90 | -37.52 | -43.99 | -49.13 | -52.78 |
| SO XBADJ | IM1GI010 | -60.46 | -70.55 | -6.80 | -0.15 | 6.50 | 12.96 |
| SO XBADJ | IM1GI010 | 19.02 | -80.26 | -72.94 | 23.80 | 11.52 | -1.10 |
| SO XBADJ | IM1GI010 | -13.69 | -88.42 | -85.85 | -80.67 | -73.04 | -63.19 |
| SO XBADJ | IM1GI010 | -60.33 | -60.02 | -101.10 | -108.66 | -112.92 | -113.76 |
| SO XBADJ | IM1GI010 | -111.13 | -105.13 | -95.93 | -85.06 | -75.98 | -73.50 |
| SO YBADJ | IM1GI010 | -54.26 | 19.29 | 22.97 | 25.95 | 28.15 | 29.49 |
| SO YBADJ | IM1GI010 | 32.10 | 38.41 | -36.20 | -28.28 | -19.50 | -10.13 |
| SO YBADJ | IM1GI010 | -0.44 | 11.95 | 5.20 | 28.90 | 38.61 | 47.15 |
| SO YBADJ | IM1GI010 | 54.26 | -19.29 | -22.97 | -25.95 | -28.15 | -29.49 |
| SO YBADJ | IM1GI010 | -32.10 | -38.41 | 36.20 | 28.28 | 19.50 | 10.13 |
| SO YBADJ | IM1GI010 | 0.44 | -9.25 | -18.66 | -28.90 | -38.61 | -47.15 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI011 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI011 | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI011 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI011 | 95.91 | 122.17 | 115.97 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI011 | 108.81 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI011 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI011 | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI011 | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI011 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI011 | 92.11 | 104.22 | 86.91 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI011 | 83.94 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI011 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI011 | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI011 | -66.56 | -25.23 | -32.01 | -37.82 | -42.48 | -45.85 |
| SO XBADJ | IM1GI011 | -53.46 | -63.70 | -0.30 | 5.80 | 11.72 | 17.29 |
| SO XBADJ | IM1GI011 | 22.33 | -78.07 | -71.94 | 23.58 | 10.09 | -3.70 |
| SO XBADJ | IM1GI011 | -17.38 | -93.08 | -91.35 | -86.84 | -79.69 | -70.12 |
| SO XBADJ | IM1GI011 | -67.32 | -66.88 | -107.60 | -114.61 | -118.14 | -118.08 |
| SO XBADJ | IM1GI011 | -114.44 | -107.31 | -96.93 | -84.84 | -74.55 | -70.90 |
| SO YBADJ | IM1GI011 | -60.21 | 14.07 | 18.64 | 22.64 | 25.96 | 28.49 |
| SO YBADJ | IM1GI011 | 32.32 | 39.84 | -33.60 | -24.59 | -14.83 | -4.62 |
| SO YBADJ | IM1GI011 | 5.73 | 18.60 | 12.13 | 35.90 | 45.46 | 53.65 |
| SO YBADJ | IM1GI011 | 60.21 | -14.07 | -18.64 | -22.64 | -25.96 | -28.49 |
| SO YBADJ | IM1GI011 | -32.32 | -39.84 | 33.60 | 24.59 | 14.83 | 4.62 |
| SO YBADJ | IM1GI011 | -5.73 | -15.90 | -25.59 | -35.90 | -45.46 | -53.65 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI012 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI012 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI012 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI012 | 95.91 | 122.17 | 115.97 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI012 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI012 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI012 | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI012 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI012 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI012 | 92.11 | 104.22 | 86.91 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI012 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI012 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI012 | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI012 | -15.17 | -22.18 | -28.52 | -33.99 | -38.43 | -41.70 |
| SO XBADJ | IM1GI012 | -49.34 | -59.73 | 3.40 | 9.11 | 14.55 | 19.54 |
| SO XBADJ | IM1GI012 | 23.95 | -77.15 | -71.74 | 23.06 | 8.86 | -5.60 |
| SO XBADJ | IM1GI012 | -94.50 | -96.13 | -94.84 | -90.67 | -83.74 | -74.27 |
| SO XBADJ | IM1GI012 | -71.45 | -70.85 | -111.30 | -117.93 | -120.97 | -120.34 |
| SO XBADJ | IM1GI012 | -116.05 | -108.24 | -97.13 | -84.32 | -73.32 | -69.00 |
| SO YBADJ | IM1GI012 | 5.76 | 11.24 | 16.39 | 21.03 | 25.04 | 28.28 |
| SO YBADJ | IM1GI012 | 32.84 | 41.07 | -31.70 | -22.08 | -11.78 | -1.13 |
| SO YBADJ | IM1GI012 | 9.56 | 22.66 | 16.29 | 40.02 | 49.44 | 57.35 |
| SO YBADJ | IM1GI012 | -5.76 | -11.24 | -16.39 | -21.03 | -25.04 | -28.28 |
| SO YBADJ | IM1GI012 | -32.84 | -41.07 | 31.70 | 22.08 | 11.78 | 1.13 |
| SO YBADJ | IM1GI012 | -9.56 | -19.96 | -29.75 | -40.02 | -49.44 | -57.35 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI013 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI013 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI013 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI013 | 124.66 | 122.17 | 115.97 | 96.37 | 103.71 | 136.40 |
| SO BUILDWID | IM1GI013 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI013 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI013 | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 136.40 |
| SO BUILDLEN | IM1GI013 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI013 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI013 | 118.37 | 104.22 | 86.91 | 61.26 | 64.46 | 97.70 |
| SO BUILDLEN | IM1GI013 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI013 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI013 | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 97.70 |
| SO XBADJ | IM1GI013 | -11.93 | -17.99 | -23.51 | -28.32 | -32.26 | -35.23 |
| SO XBADJ | IM1GI013 | -42.76 | -53.24 | 9.60 | 14.84 | 19.62 | 23.81 |
| SO XBADJ | IM1GI013 | -76.88 | -74.85 | -70.54 | 23.11 | 7.77 | -92.20 |
| SO XBADJ | IM1GI013 | -97.75 | -100.32 | -99.85 | -96.34 | -89.91 | -80.74 |
| SO XBADJ | IM1GI013 | -78.03 | -77.34 | -117.50 | -123.65 | -126.04 | -124.61 |
| SO XBADJ | IM1GI013 | -119.39 | -110.54 | -98.33 | -84.37 | -72.23 | -5.50 |
| SO YBADJ | IM1GI013 | 0.04 | 6.17 | 12.12 | 17.70 | 22.74 | 27.09 |
| SO YBADJ | IM1GI013 | 32.79 | 42.16 | -29.50 | -18.83 | -7.59 | 3.88 |
| SO YBADJ | IM1GI013 | 34.01 | 28.82 | 22.76 | 46.60 | 55.93 | 6.10 |
| SO YBADJ | IM1GI013 | -0.04 | -6.17 | -12.12 | -17.70 | -22.74 | -27.09 |
| SO YBADJ | IM1GI013 | -32.79 | -42.16 | 29.50 | 18.83 | 7.59 | -3.88 |
| SO YBADJ | IM1GI013 | -15.23 | -26.12 | -36.22 | -46.60 | -55.93 | -6.10 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI014 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI014 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI014 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 123.36 |
| SO BUILDWID | IM1GI014 | 124.66 | 122.17 | 115.97 | 96.37 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI014 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI014 | 80.35 | 83.39 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI014 | 95.91 | 94.14 | 89.52 | 96.37 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI014 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI014 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 128.93 |
| SO BUILDLEN | IM1GI014 | 118.37 | 104.22 | 86.91 | 61.26 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI014 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI014 | 120.79 | 130.58 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI014 | 92.11 | 80.62 | 66.68 | 61.26 | 83.39 | 97.70 |
| SO XBADJ | IM1GI014 | -8.53 | -13.91 | -18.86 | -23.24 | -26.91 | -29.77 |
| SO XBADJ | IM1GI014 | -37.36 | -48.06 | 14.40 | 19.11 | 23.24 | -73.72 |
| SO XBADJ | IM1GI014 | -74.88 | -73.76 | -70.39 | 22.31 | -85.58 | -94.80 |
| SO XBADJ | IM1GI014 | -101.14 | -104.41 | -104.50 | -101.42 | -95.26 | -86.20 |
| SO XBADJ | IM1GI014 | -83.43 | -82.52 | -122.30 | -127.93 | -129.67 | -127.46 |
| SO XBADJ | IM1GI014 | -121.39 | -111.63 | -98.48 | -83.57 | 2.19 | -2.90 |
| SO YBADJ | IM1GI014 | -4.24 | 2.55 | 9.26 | 15.69 | 21.64 | 26.94 |
| SO YBADJ | IM1GI014 | 33.59 | 43.89 | -26.90 | -15.44 | -3.51 | 42.82 |
| SO YBADJ | IM1GI014 | 39.09 | 34.17 | 28.21 | 52.00 | 17.23 | 10.90 |
| SO YBADJ | IM1GI014 | 4.24 | -2.55 | -9.26 | -15.69 | -21.64 | -26.94 |
| SO YBADJ | IM1GI014 | -33.59 | -43.89 | 26.90 | 15.44 | 3.51 | -8.53 |
| SO YBADJ | IM1GI014 | -20.31 | -31.47 | -41.67 | -52.00 | -17.23 | -10.90 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI015 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI015 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI015 | 80.35 | 64.46 | 74.60 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI015 | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI015 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI015 | 80.35 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI015 | 95.91 | 94.14 | 89.52 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI015 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI015 | 120.79 | 103.71 | 107.90 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI015 | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |

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|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI015 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI015 | 120.79 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI015 | 92.11 | 80.62 | 66.68 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI015 | -5.36 | -9.86 | -14.06 | -17.83 | -21.06 | -23.65 |
| SO XBADJ | IM1GI015 | -31.16 | 15.34 | 20.20 | -59.47 | -65.63 | -69.80 |
| SO XBADJ | IM1GI015 | -71.85 | -71.71 | -69.40 | -73.84 | -86.74 | -97.00 |
| SO XBADJ | IM1GI015 | -104.31 | -108.46 | -109.30 | -106.83 | -101.11 | -92.32 |
| SO XBADJ | IM1GI015 | -89.63 | -119.05 | -128.10 | -133.26 | -134.36 | -131.39 |
| SO XBADJ | IM1GI015 | -124.42 | -113.67 | -99.47 | -6.50 | 3.35 | -0.70 |
| SO YBADJ | IM1GI015 | -9.57 | -2.15 | 5.34 | 12.66 | 19.60 | 25.94 |
| SO YBADJ | IM1GI015 | 33.67 | -37.12 | -24.70 | 49.48 | 49.30 | 47.62 |
| SO YBADJ | IM1GI015 | 44.50 | 40.03 | 34.34 | 29.24 | 23.32 | 16.70 |
| SO YBADJ | IM1GI015 | 9.57 | 2.15 | -5.34 | -12.66 | -19.60 | -25.94 |
| SO YBADJ | IM1GI015 | -33.67 | 37.12 | 24.70 | 12.26 | -0.54 | -13.33 |
| SO YBADJ | IM1GI015 | -25.72 | -37.32 | -47.80 | -29.24 | -23.32 | -16.70 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI016 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI016 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI016 | 80.35 | 64.46 | 97.70 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI016 | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI016 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI016 | 80.35 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI016 | 95.91 | 94.14 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI016 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI016 | 120.79 | 103.71 | 136.40 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI016 | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI016 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI016 | 120.79 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI016 | 92.11 | 80.62 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI016 | -1.81 | -5.47 | -8.95 | -12.17 | -15.02 | -17.41 |
| SO XBADJ | IM1GI016 | -24.91 | 21.41 | -45.80 | -54.31 | -61.16 | -66.16 |
| SO XBADJ | IM1GI016 | -69.15 | -70.04 | -68.80 | -74.34 | -88.31 | -99.60 |
| SO XBADJ | IM1GI016 | -107.86 | -112.85 | -114.41 | -112.49 | -107.15 | -98.56 |
| SO XBADJ | IM1GI016 | -95.88 | -125.12 | -133.80 | -138.42 | -138.83 | -135.02 |
| SO XBADJ | IM1GI016 | -127.12 | -115.34 | -18.11 | -6.01 | 4.92 | 1.90 |
| SO YBADJ | IM1GI016 | -14.73 | -6.62 | 1.70 | 9.97 | 17.93 | 25.35 |
| SO YBADJ | IM1GI016 | 34.17 | -35.55 | 50.75 | 53.03 | 53.69 | 52.73 |
| SO YBADJ | IM1GI016 | 50.16 | 46.07 | 40.57 | 35.48 | 29.39 | 22.40 |
| SO YBADJ | IM1GI016 | 14.73 | 6.62 | -1.70 | -9.97 | -17.93 | -25.35 |
| SO YBADJ | IM1GI016 | -34.17 | 35.55 | 22.10 | 8.71 | -4.94 | -18.44 |
| SO YBADJ | IM1GI016 | -31.38 | -43.36 | -40.57 | -35.48 | -29.39 | -22.40 |
| SO BUILDHGT | IM1GI017 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI017 | 12.00 | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI017 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI017 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI017 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI017 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI017 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI017 | 80.35 | 0.00 | 97.70 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI017 | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI017 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI017 | 80.35 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI017 | 95.91 | 94.14 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI017 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI017 | 120.79 | 0.00 | 136.40 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI017 | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI017 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI017 | 120.79 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI017 | 92.11 | 80.62 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI017 | 1.05 | -2.03 | -5.05 | -7.92 | -10.54 | -12.85 |
| SO XBADJ | IM1GI017 | -20.40 | 0.00 | -41.80 | -50.75 | -58.16 | -63.80 |
| SO XBADJ | IM1GI017 | -67.50 | -69.15 | -68.70 | -75.04 | -89.78 | -101.80 |
| SO XBADJ | IM1GI017 | -110.72 | -116.28 | -118.31 | -116.74 | -111.63 | -103.12 |
| SO XBADJ | IM1GI017 | -100.39 | -129.44 | -137.80 | -141.98 | -141.84 | -137.39 |
| SO XBADJ | IM1GI017 | -128.77 | -116.23 | -18.20 | -5.31 | 6.39 | 4.10 |
| SO YBADJ | IM1GI017 | -18.29 | -9.62 | -0.66 | 8.32 | 17.04 | 25.25 |
| SO YBADJ | IM1GI017 | 34.86 | 0.00 | 52.95 | 55.89 | 57.13 | 56.63 |
| SO YBADJ | IM1GI017 | 54.41 | 50.54 | 45.14 | 39.99 | 33.71 | 26.40 |
| SO YBADJ | IM1GI017 | 18.29 | 9.62 | 0.66 | -8.32 | -17.04 | -25.25 |
| SO YBADJ | IM1GI017 | -34.86 | 34.07 | 19.90 | 5.85 | -8.37 | -22.34 |
| SO YBADJ | IM1GI017 | -35.63 | -47.84 | -45.14 | -39.99 | -33.71 | -26.40 |
| SO BUILDHGT | IM1GI018 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI018 | 12.00 | 0.00 | 0.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI018 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI018 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI018 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI018 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI018 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI018 | 80.35 | 0.00 | 0.00 | 109.67 | 118.31 | 123.36 |
| SO BUILDWID | IM1GI018 | 124.66 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDWID | IM1GI018 | 138.08 | 135.56 | 128.93 | 118.37 | 104.22 | 86.91 |
| SO BUILDWID | IM1GI018 | 80.35 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI018 | 95.91 | 122.17 | 115.97 | 120.79 | 130.58 | 136.40 |
| SO BUILDLEN | IM1GI018 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI018 | 120.79 | 0.00 | 0.00 | 138.08 | 135.56 | 128.93 |
| SO BUILDLEN | IM1GI018 | 118.37 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO BUILDLEN | IM1GI018 | 109.67 | 118.31 | 123.36 | 124.66 | 122.17 | 115.97 |
| SO BUILDLEN | IM1GI018 | 120.79 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI018 | 92.11 | 104.22 | 86.91 | 80.35 | 83.39 | 97.70 |
| SO XBADJ | IM1GI018 | 4.91 | 2.87 | 0.74 | -1.41 | -3.52 | -5.52 |
| SO XBADJ | IM1GI018 | -12.99 | 0.00 | 0.00 | -44.42 | -52.60 | -59.17 |
| SO XBADJ | IM1GI018 | -63.95 | -66.79 | -67.59 | -75.21 | -91.24 | -104.50 |
| SO XBADJ | IM1GI018 | -114.58 | -121.18 | -124.10 | -123.25 | -118.65 | -110.45 |
| SO XBADJ | IM1GI018 | -107.79 | -136.70 | -144.70 | -148.30 | -147.40 | -142.01 |
| SO XBADJ | IM1GI018 | -132.32 | -37.44 | -19.31 | -5.13 | 7.85 | 6.80 |
| SO YBADJ | IM1GI018 | -24.62 | -15.18 | -5.29 | 4.77 | 14.68 | 24.14 |
| SO YBADJ | IM1GI018 | 35.04 | 0.00 | 0.00 | 59.74 | 62.02 | 62.42 |
| SO YBADJ | IM1GI018 | 60.92 | 57.57 | 52.46 | 47.40 | 40.97 | 33.30 |
| SO YBADJ | IM1GI018 | 24.62 | 15.18 | 5.29 | -4.77 | -14.68 | -24.14 |
| SO YBADJ | IM1GI018 | -35.04 | 32.61 | 17.20 | 2.00 | -13.27 | -28.13 |
| SO YBADJ | IM1GI018 | -42.14 | -57.57 | -52.46 | -47.40 | -40.97 | -33.30 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01C | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01C | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01C | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01C | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01C | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01C | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01C | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01C | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01C | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01C | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01C | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01C | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01C | -24.32 | -31.60 | -37.92 | -43.08 | -46.94 | -49.37 |
| SO XBADJ | IM1GI01C | -56.01 | -62.30 | -66.70 | -69.07 | -69.35 | -67.51 |
| SO XBADJ | IM1GI01C | -63.63 | -57.81 | -50.24 | -50.44 | -55.21 | -58.30 |
| SO XBADJ | IM1GI01C | -59.62 | -59.13 | -56.84 | -52.82 | -47.20 | -40.15 |
| SO XBADJ | IM1GI01C | -40.36 | -41.41 | -41.20 | -39.74 | -37.07 | -33.28 |
| SO XBADJ | IM1GI01C | -28.48 | -22.81 | -16.44 | -10.82 | -9.25 | -16.30 |
| SO YBADJ | IM1GI01C | 14.67 | 16.14 | 17.12 | 17.58 | 17.50 | 16.90 |
| SO YBADJ | IM1GI01C | 19.81 | 22.98 | 21.00 | 17.65 | 13.77 | 9.46 |
| SO YBADJ | IM1GI01C | 4.87 | 0.13 | -4.61 | -7.83 | -10.45 | -12.75 |
| SO YBADJ | IM1GI01C | -14.67 | -16.14 | -17.12 | -17.58 | -17.50 | -16.90 |
| SO YBADJ | IM1GI01C | -19.81 | -22.98 | -21.00 | -17.65 | -13.77 | -9.46 |
| SO YBADJ | IM1GI01C | -4.87 | -0.13 | 4.61 | 7.83 | 10.45 | 12.75 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01D | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01D | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01D | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01D | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01D | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01D | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01D | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01D | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01D | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01D | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01D | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01D | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01D | -22.40 | -29.11 | -34.94 | -39.71 | -43.27 | -45.52 |
| SO XBADJ | IM1GI01D | -52.09 | -58.43 | -63.00 | -65.65 | -66.31 | -64.96 |
| SO XBADJ | IM1GI01D | -61.63 | -56.43 | -49.51 | -50.40 | -55.85 | -59.60 |
| SO XBADJ | IM1GI01D | -61.54 | -61.61 | -59.82 | -56.20 | -50.87 | -44.00 |
| SO XBADJ | IM1GI01D | -44.28 | -45.28 | -44.90 | -43.16 | -40.11 | -35.83 |
| SO XBADJ | IM1GI01D | -30.47 | -24.19 | -17.17 | -10.86 | -8.61 | -15.00 |
| SO YBADJ | IM1GI01D | 11.25 | 13.10 | 14.56 | 15.58 | 16.12 | 16.17 |
| SO YBADJ | IM1GI01D | 19.77 | 23.62 | 22.30 | 19.57 | 16.25 | 12.44 |
| SO YBADJ | IM1GI01D | 8.24 | 3.80 | -0.76 | -3.90 | -6.58 | -9.05 |
| SO YBADJ | IM1GI01D | -11.25 | -13.10 | -14.56 | -15.58 | -16.12 | -16.17 |
| SO YBADJ | IM1GI01D | -19.77 | -23.62 | -22.30 | -19.57 | -16.25 | -12.44 |
| SO YBADJ | IM1GI01D | -8.24 | -3.80 | 0.76 | 3.90 | 6.58 | 9.05 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01E | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01E | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01E | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01E | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01E | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01E | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01E | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01E | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01E | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01E | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01E | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01E | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01E | -19.95 | -26.08 | -31.43 | -35.82 | -39.13 | -41.24 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI01E | -47.81 | -54.28 | -59.10 | -62.13 | -63.27 | -62.48 |
| SO XBADJ | IM1GI01E | -59.80 | -55.30 | -49.12 | -50.75 | -56.94 | -61.40 |
| SO XBADJ | IM1GI01E | -63.99 | -64.64 | -63.32 | -60.08 | -55.02 | -48.28 |
| SO XBADJ | IM1GI01E | -48.56 | -49.43 | -48.80 | -46.69 | -43.16 | -38.31 |
| SO XBADJ | IM1GI01E | -32.30 | -25.32 | -17.56 | -10.50 | -7.52 | -13.20 |
| SO YBADJ | IM1GI01E | 7.72 | 10.06 | 12.09 | 13.75 | 14.99 | 15.78 |
| SO YBADJ | IM1GI01E | 20.12 | 24.71 | 24.10 | 22.02 | 19.28 | 15.95 |
| SO YBADJ | IM1GI01E | 12.13 | 7.95 | 3.52 | 0.38 | -2.42 | -5.15 |
| SO YBADJ | IM1GI01E | -7.72 | -10.06 | -12.09 | -13.75 | -14.99 | -15.78 |
| SO YBADJ | IM1GI01E | -20.12 | -24.71 | -24.10 | -22.02 | -19.28 | -15.95 |
| SO YBADJ | IM1GI01E | -12.13 | -7.95 | -3.52 | -0.38 | 2.42 | 5.15 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01F | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01F | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01F | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01F | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01F | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01F | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01F | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01F | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01F | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01F | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01F | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01F | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01F | -17.58 | -23.23 | -28.17 | -32.26 | -35.37 | -37.40 |
| SO XBADJ | IM1GI01F | -44.00 | -50.62 | -55.70 | -59.09 | -60.69 | -60.44 |
| SO XBADJ | IM1GI01F | -58.35 | -54.49 | -48.98 | -51.28 | -58.12 | -63.20 |
| SO XBADJ | IM1GI01F | -66.36 | -67.49 | -66.58 | -63.65 | -58.78 | -52.12 |
| SO XBADJ | IM1GI01F | -52.37 | -53.09 | -52.20 | -49.72 | -45.73 | -40.36 |
| SO XBADJ | IM1GI01F | -33.75 | -26.12 | -17.70 | -9.98 | -6.33 | -11.40 |
| SO YBADJ | IM1GI01F | 4.68 | 7.48 | 10.04 | 12.30 | 14.19 | 15.64 |
| SO YBADJ | IM1GI01F | 20.65 | 25.90 | 25.90 | 24.39 | 22.13 | 19.21 |
| SO YBADJ | IM1GI01F | 15.69 | 11.71 | 7.36 | 4.19 | 1.24 | -1.75 |
| SO YBADJ | IM1GI01F | -4.68 | -7.48 | -10.04 | -12.30 | -14.19 | -15.64 |
| SO YBADJ | IM1GI01F | -20.65 | -25.90 | -25.90 | -24.39 | -22.13 | -19.21 |
| SO YBADJ | IM1GI01F | -15.69 | -11.71 | -7.36 | -4.19 | -1.24 | 1.75 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01G | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01G | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01G | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01G | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01G | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01G | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01G | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01G | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01G | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01G | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01G | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01G | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01G | -15.50 | -20.62 | -25.12 | -28.86 | -31.72 | -33.62 |
| SO XBADJ | IM1GI01G | -40.19 | -46.91 | -52.20 | -55.90 | -57.91 | -58.16 |
| SO XBADJ | IM1GI01G | -56.64 | -53.39 | -48.53 | -51.50 | -58.99 | -64.70 |
| SO XBADJ | IM1GI01G | -68.44 | -70.10 | -69.63 | -67.05 | -62.42 | -55.91 |
| SO XBADJ | IM1GI01G | -56.17 | -56.80 | -55.70 | -52.91 | -48.51 | -42.64 |
| SO XBADJ | IM1GI01G | -35.47 | -27.22 | -18.15 | -9.76 | -5.46 | -9.90 |
| SO YBADJ | IM1GI01G | 1.50 | 4.70 | 7.76 | 10.58 | 13.09 | 15.19 |
| SO YBADJ | IM1GI01G | 20.87 | 26.76 | 27.40 | 26.47 | 24.74 | 22.25 |
| SO YBADJ | IM1GI01G | 19.09 | 15.35 | 11.15 | 7.99 | 4.94 | 1.75 |
| SO YBADJ | IM1GI01G | -1.50 | -4.70 | -7.76 | -10.58 | -13.09 | -15.19 |
| SO YBADJ | IM1GI01G | -20.87 | -26.76 | -27.40 | -26.47 | -24.74 | -22.25 |
| SO YBADJ | IM1GI01G | -19.09 | -15.35 | -11.15 | -7.99 | -4.94 | -1.75 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01H | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01H | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01H | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01H | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01H | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01H | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01H | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01H | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01H | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01H | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01H | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01H | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01H | -13.30 | -17.89 | -21.94 | -25.32 | -27.93 | -29.70 |
| SO XBADJ | IM1GI01H | -36.26 | -43.09 | -48.60 | -52.64 | -55.07 | -55.84 |
| SO XBADJ | IM1GI01H | -54.91 | -52.31 | -48.12 | -51.77 | -59.94 | -66.30 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI01H | -70.64 | -72.84 | -72.82 | -70.59 | -66.21 | -59.82 |
| SO XBADJ | IM1GI01H | -60.10 | -60.62 | -59.30 | -56.18 | -51.35 | -44.96 |
| SO XBADJ | IM1GI01H | -37.20 | -28.31 | -18.56 | -9.49 | -4.51 | -8.30 |
| SO YBADJ | IM1GI01H | -1.77 | 1.86 | 5.44 | 8.85 | 12.00 | 14.78 |
| SO YBADJ | IM1GI01H | 21.14 | 27.72 | 29.00 | 28.67 | 27.47 | 25.44 |
| SO YBADJ | IM1GI01H | 22.63 | 19.14 | 15.06 | 11.92 | 8.77 | 5.35 |
| SO YBADJ | IM1GI01H | 1.77 | -1.86 | -5.44 | -8.85 | -12.00 | -14.78 |
| SO YBADJ | IM1GI01H | -21.14 | -27.72 | -29.00 | -28.67 | -27.47 | -25.44 |
| SO YBADJ | IM1GI01H | -22.63 | -19.14 | -15.06 | -11.92 | -8.77 | -5.35 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01I | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01I | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01I | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01I | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01I | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01I | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01I | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01I | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01I | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01I | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01I | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01I | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01I | -10.38 | -14.35 | -17.88 | -20.87 | -23.23 | -24.87 |
| SO XBADJ | IM1GI01I | -31.47 | -38.47 | -44.30 | -48.78 | -51.79 | -53.21 |
| SO XBADJ | IM1GI01I | -53.03 | -51.23 | -47.87 | -52.36 | -61.36 | -68.50 |
| SO XBADJ | IM1GI01I | -73.55 | -76.37 | -76.87 | -75.04 | -70.92 | -64.65 |
| SO XBADJ | IM1GI01I | -64.89 | -65.24 | -63.60 | -60.03 | -54.63 | -47.58 |
| SO XBADJ | IM1GI01I | -39.08 | -29.39 | -18.81 | -8.89 | -3.09 | -6.10 |
| SO YBADJ | IM1GI01I | -5.62 | -1.42 | 2.82 | 6.97 | 10.92 | 14.53 |
| SO YBADJ | IM1GI01I | 21.73 | 29.13 | 31.20 | 31.59 | 31.01 | 29.49 |
| SO YBADJ | IM1GI01I | 27.08 | 23.85 | 19.89 | 16.71 | 13.38 | 9.65 |
| SO YBADJ | IM1GI01I | 5.62 | 1.42 | -2.82 | -6.97 | -10.92 | -14.53 |
| SO YBADJ | IM1GI01I | -21.73 | -29.13 | -31.20 | -31.59 | -31.01 | -29.49 |
| SO YBADJ | IM1GI01I | -27.08 | -23.85 | -19.89 | -16.71 | -13.38 | -9.65 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01J | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01J | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01J | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01J | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01J | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01J | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01J | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01J | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01J | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01J | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01J | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01J | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01J | -7.70 | -10.96 | -13.89 | -16.39 | -18.40 | -19.85 |
| SO XBADJ | IM1GI01J | -26.40 | -33.51 | -39.60 | -44.49 | -48.02 | -50.09 |
| SO XBADJ | IM1GI01J | -50.65 | -49.66 | -47.17 | -52.54 | -62.42 | -70.40 |
| SO XBADJ | IM1GI01J | -76.24 | -79.77 | -80.87 | -79.51 | -75.74 | -69.67 |
| SO XBADJ | IM1GI01J | -69.96 | -70.20 | -68.30 | -64.33 | -58.40 | -50.70 |
| SO XBADJ | IM1GI01J | -41.46 | -30.96 | -19.51 | -8.72 | -2.04 | -4.20 |
| SO YBADJ | IM1GI01J | -9.92 | -5.19 | -0.30 | 4.59 | 9.35 | 13.83 |
| SO YBADJ | IM1GI01J | 21.91 | 30.19 | 33.10 | 34.27 | 34.40 | 33.49 |
| SO YBADJ | IM1GI01J | 31.56 | 28.67 | 24.91 | 21.78 | 18.34 | 14.35 |
| SO YBADJ | IM1GI01J | 9.92 | 5.19 | 0.30 | -4.59 | -9.35 | -13.83 |
| SO YBADJ | IM1GI01J | -21.91 | -30.19 | -33.10 | -34.27 | -34.40 | -33.49 |
| SO YBADJ | IM1GI01J | -31.56 | -28.67 | -24.91 | -21.78 | -18.34 | -14.35 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01K | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01K | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01K | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01K | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01K | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01K | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01K | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01K | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01K | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01K | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01K | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01K | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01K | -4.82 | -7.49 | -9.93 | -12.07 | -13.85 | -15.20 |
| SO XBADJ | IM1GI01K | -21.80 | -29.09 | -35.50 | -40.83 | -44.92 | -47.64 |
| SO XBADJ | IM1GI01K | -48.92 | -48.71 | -47.02 | -53.21 | -63.87 | -72.60 |
| SO XBADJ | IM1GI01K | -79.12 | -83.24 | -84.82 | -83.83 | -80.30 | -74.32 |
| SO XBADJ | IM1GI01K | -74.57 | -74.62 | -72.40 | -67.98 | -61.50 | -53.15 |

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|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI01K | -43.18 | -31.91 | -19.66 | -8.05 | -0.58 | -2.00 |
| SO YBADJ | IM1GI01K | -13.58 | -8.29 | -2.75 | 2.87 | 8.40 | 13.68 |
| SO YBADJ | IM1GI01K | 22.58 | 31.64 | 35.30 | 37.15 | 37.87 | 37.45 |
| SO YBADJ | IM1GI01K | 35.88 | 33.22 | 29.56 | 26.38 | 22.76 | 18.45 |
| SO YBADJ | IM1GI01K | 13.58 | 8.29 | 2.75 | -2.87 | -8.40 | -13.68 |
| SO YBADJ | IM1GI01K | -22.58 | -31.64 | -35.30 | -37.15 | -37.87 | -37.45 |
| SO YBADJ | IM1GI01K | -35.88 | -33.22 | -29.56 | -26.38 | -22.76 | -18.45 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01L | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01L | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01L | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01L | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01L | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01L | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01L | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01L | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01L | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01L | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01L | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01L | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01L | -1.81 | -3.67 | -5.41 | -6.99 | -8.36 | -9.48 |
| SO XBADJ | IM1GI01L | -16.01 | -23.41 | -30.10 | -35.88 | -40.56 | -44.02 |
| SO XBADJ | IM1GI01L | -46.13 | -46.85 | -46.14 | -53.33 | -65.00 | -74.70 |
| SO XBADJ | IM1GI01L | -82.13 | -87.06 | -89.34 | -88.91 | -85.78 | -80.05 |
| SO XBADJ | IM1GI01L | -80.36 | -80.30 | -77.80 | -72.94 | -65.86 | -56.78 |
| SO XBADJ | IM1GI01L | -45.97 | -33.77 | -20.54 | -7.93 | 0.55 | 0.10 |
| SO YBADJ | IM1GI01L | -18.53 | -12.65 | -6.38 | 0.08 | 6.54 | 12.80 |
| SO YBADJ | IM1GI01L | 22.70 | 32.77 | 37.40 | 40.16 | 41.69 | 41.96 |
| SO YBADJ | IM1GI01L | 40.96 | 38.71 | 35.28 | 32.18 | 28.45 | 23.85 |
| SO YBADJ | IM1GI01L | 18.53 | 12.65 | 6.38 | -0.08 | -6.54 | -12.80 |
| SO YBADJ | IM1GI01L | -22.70 | -32.77 | -37.40 | -40.16 | -41.69 | -41.96 |
| SO YBADJ | IM1GI01L | -40.96 | -38.71 | -35.28 | -32.18 | -28.45 | -23.85 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01M | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01M | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01M | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01M | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01M | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01M | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01M | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01M | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01M | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01M | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01M | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01M | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01M | 0.60 | -0.71 | -2.00 | -3.24 | -4.37 | -5.37 |
| SO XBADJ | IM1GI01M | -11.91 | -19.45 | -26.40 | -32.55 | -37.70 | -41.71 |
| SO XBADJ | IM1GI01M | -44.46 | -45.85 | -45.85 | -53.76 | -66.13 | -76.50 |
| SO XBADJ | IM1GI01M | -84.54 | -90.01 | -92.75 | -92.67 | -89.77 | -84.15 |
| SO XBADJ | IM1GI01M | -84.45 | -84.26 | -81.50 | -76.27 | -68.72 | -59.08 |
| SO XBADJ | IM1GI01M | -47.65 | -34.77 | -20.83 | -7.50 | 1.68 | 1.90 |
| SO YBADJ | IM1GI01M | -21.86 | -15.51 | -8.68 | -1.60 | 5.54 | 12.51 |
| SO YBADJ | IM1GI01M | 23.13 | 33.91 | 39.20 | 42.57 | 44.65 | 45.37 |
| SO YBADJ | IM1GI01M | 44.72 | 42.70 | 39.39 | 36.27 | 32.40 | 27.55 |
| SO YBADJ | IM1GI01M | 21.86 | 15.51 | 8.68 | 1.60 | -5.54 | -12.51 |
| SO YBADJ | IM1GI01M | -23.13 | -33.91 | -39.20 | -42.57 | -44.65 | -45.37 |
| SO YBADJ | IM1GI01M | -44.72 | -42.70 | -39.39 | -36.27 | -32.40 | -27.55 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01N | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01N | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01N | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01N | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01N | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01N | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01N | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01N | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01N | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01N | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01N | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01N | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01N | 2.60 | 1.91 | 1.17 | 0.39 | -0.39 | -1.17 |
| SO XBADJ | IM1GI01N | -7.62 | -15.19 | -22.30 | -28.73 | -34.29 | -38.81 |
| SO XBADJ | IM1GI01N | -42.15 | -44.21 | -44.92 | -53.58 | -66.70 | -77.80 |
| SO XBADJ | IM1GI01N | -86.53 | -92.64 | -95.93 | -96.30 | -93.75 | -88.35 |
| SO XBADJ | IM1GI01N | -88.75 | -88.52 | -85.60 | -80.08 | -72.13 | -61.98 |
| SO XBADJ | IM1GI01N | -49.95 | -36.41 | -21.76 | -7.68 | 2.24 | 3.20 |
| SO YBADJ | IM1GI01N | -25.67 | -18.92 | -11.58 | -3.90 | 3.90 | 11.58 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI01N | 22.95 | 34.47 | 40.50 | 44.56 | 47.27 | 48.55 |
| SO YBADJ | IM1GI01N | 48.35 | 46.68 | 43.59 | 40.57 | 36.67 | 31.65 |
| SO YBADJ | IM1GI01N | 25.67 | 18.92 | 11.58 | 3.90 | -3.90 | -11.58 |
| SO YBADJ | IM1GI01N | -22.95 | -34.47 | -40.50 | -44.56 | -47.27 | -48.55 |
| SO YBADJ | IM1GI01N | -48.35 | -46.68 | -43.59 | -40.57 | -36.67 | -31.65 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01O | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01O | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01O | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDWID | IM1GI01O | 108.81 | 106.42 | 100.79 | 92.11 | 80.62 | 66.68 |
| SO BUILDWID | IM1GI01O | 61.26 | 64.46 | 74.60 | 83.94 | 90.72 | 94.76 |
| SO BUILDWID | IM1GI01O | 95.91 | 94.14 | 89.52 | 96.37 | 103.71 | 107.90 |
| SO BUILDLEN | IM1GI01O | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01O | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01O | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO BUILDLEN | IM1GI01O | 83.94 | 90.72 | 94.76 | 95.91 | 94.14 | 89.52 |
| SO BUILDLEN | IM1GI01O | 96.37 | 103.71 | 107.90 | 108.81 | 106.42 | 100.79 |
| SO BUILDLEN | IM1GI01O | 92.11 | 80.62 | 66.68 | 61.26 | 64.46 | 74.60 |
| SO XBADJ | IM1GI01O | 4.70 | 4.55 | 4.27 | 3.86 | 3.33 | 2.70 |
| SO XBADJ | IM1GI01O | -3.72 | -11.38 | -18.70 | -25.45 | -31.42 | -36.44 |
| SO XBADJ | IM1GI01O | -40.36 | -43.04 | -44.42 | -53.76 | -67.55 | -79.30 |
| SO XBADJ | IM1GI01O | -88.64 | -95.28 | -99.03 | -99.76 | -97.47 | -92.22 |
| SO XBADJ | IM1GI01O | -92.64 | -92.32 | -89.20 | -83.36 | -75.00 | -64.35 |
| SO XBADJ | IM1GI01O | -51.75 | -37.57 | -22.26 | -7.50 | 3.10 | 4.70 |
| SO YBADJ | IM1GI01O | -28.96 | -21.79 | -13.95 | -5.69 | 2.74 | 11.08 |
| SO YBADJ | IM1GI01O | 23.13 | 35.33 | 42.00 | 46.67 | 49.92 | 51.65 |
| SO YBADJ | IM1GI01O | 51.81 | 50.40 | 47.46 | 44.46 | 40.47 | 35.25 |
| SO YBADJ | IM1GI01O | 28.96 | 21.79 | 13.95 | 5.69 | -2.74 | -11.08 |
| SO YBADJ | IM1GI01O | -23.13 | -35.33 | -42.00 | -46.67 | -49.92 | -51.65 |
| SO YBADJ | IM1GI01O | -51.81 | -50.40 | -47.46 | -44.46 | -40.47 | -35.25 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01S | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01S | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01S | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01S | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01S | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01S | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01S | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01S | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01S | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01S | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01S | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01S | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01S | -72.22 | -86.65 | -98.45 | -107.26 | -112.80 | -114.92 |
| SO XBADJ | IM1GI01S | -123.00 | -134.95 | -142.80 | -146.31 | -145.37 | -140.02 |
| SO XBADJ | IM1GI01S | -130.41 | -116.84 | -99.72 | -94.71 | -99.52 | -101.30 |
| SO XBADJ | IM1GI01S | -100.00 | -95.67 | -88.43 | -78.50 | -66.19 | -51.86 |
| SO XBADJ | IM1GI01S | -47.70 | -48.59 | -48.00 | -45.95 | -42.51 | -37.77 |
| SO XBADJ | IM1GI01S | -31.88 | -25.03 | -17.42 | -17.84 | -37.29 | -55.60 |
| SO YBADJ | IM1GI01S | 50.18 | 51.43 | 51.12 | 49.26 | 45.90 | 41.15 |
| SO YBADJ | IM1GI01S | 38.44 | 31.12 | 22.85 | 13.89 | 4.51 | -5.01 |
| SO YBADJ | IM1GI01S | -14.38 | -23.31 | -31.53 | -37.65 | -43.18 | -47.40 |
| SO YBADJ | IM1GI01S | -50.18 | -51.43 | -51.12 | -49.26 | -45.90 | -41.15 |
| SO YBADJ | IM1GI01S | -38.44 | -31.12 | -22.85 | -13.89 | -4.51 | 5.01 |
| SO YBADJ | IM1GI01S | 14.38 | 23.31 | 31.53 | 37.65 | 43.18 | 47.40 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01T | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01T | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01T | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01T | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01T | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01T | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01T | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01T | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01T | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01T | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01T | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01T | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01T | -69.70 | -83.49 | -94.74 | -103.11 | -108.35 | -110.30 |
| SO XBADJ | IM1GI01T | -118.35 | -130.41 | -138.50 | -142.39 | -141.95 | -137.19 |
| SO XBADJ | IM1GI01T | -128.27 | -115.45 | -99.13 | -94.93 | -100.54 | -103.10 |
| SO XBADJ | IM1GI01T | -102.52 | -98.83 | -92.14 | -82.64 | -70.64 | -56.49 |
| SO XBADJ | IM1GI01T | -52.36 | -53.14 | -52.30 | -49.87 | -45.93 | -40.59 |
| SO XBADJ | IM1GI01T | -34.02 | -26.42 | -18.01 | -17.62 | -36.26 | -53.80 |
| SO YBADJ | IM1GI01T | 46.26 | 48.01 | 48.30 | 47.13 | 44.52 | 40.56 |
| SO YBADJ | IM1GI01T | 38.66 | 32.14 | 24.65 | 16.41 | 7.67 | -1.30 |
| SO YBADJ | IM1GI01T | -10.24 | -18.86 | -26.91 | -32.99 | -38.63 | -43.10 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI01T | -46.26 | -48.01 | -48.30 | -47.13 | -44.52 | -40.56 |
| SO YBADJ | IM1GI01T | -38.66 | -32.14 | -24.65 | -16.41 | -7.67 | 1.30 |
| SO YBADJ | IM1GI01T | 10.24 | 18.86 | 26.91 | 32.99 | 38.63 | 43.10 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01U | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01U | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01U | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01U | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01U | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01U | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01U | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01U | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01U | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01U | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01U | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01U | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01U | -67.39 | -80.63 | -91.42 | -99.43 | -104.42 | -106.24 |
| SO XBADJ | IM1GI01U | -114.29 | -126.47 | -134.80 | -139.04 | -139.05 | -134.84 |
| SO XBADJ | IM1GI01U | -126.53 | -114.38 | -98.75 | -95.26 | -101.58 | -104.80 |
| SO XBADJ | IM1GI01U | -104.84 | -101.69 | -95.46 | -86.32 | -74.56 | -60.54 |
| SO XBADJ | IM1GI01U | -56.42 | -57.08 | -56.00 | -53.22 | -48.83 | -42.95 |
| SO XBADJ | IM1GI01U | -35.76 | -27.49 | -18.39 | -17.29 | -35.23 | -52.10 |
| SO YBADJ | IM1GI01U | 42.91 | 45.11 | 45.95 | 45.38 | 43.44 | 40.18 |
| SO YBADJ | IM1GI01U | 38.99 | 33.17 | 26.35 | 18.73 | 10.53 | 2.02 |
| SO YBADJ | IM1GI01U | -6.55 | -14.93 | -22.85 | -28.94 | -34.69 | -39.40 |
| SO YBADJ | IM1GI01U | -42.91 | -45.11 | -45.95 | -45.38 | -43.44 | -40.18 |
| SO YBADJ | IM1GI01U | -38.99 | -33.17 | -26.35 | -18.73 | -10.53 | -2.02 |
| SO YBADJ | IM1GI01U | 6.55 | 14.93 | 22.85 | 28.94 | 34.69 | 39.40 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01V | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01V | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01V | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01V | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01V | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01V | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01V | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01V | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01V | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01V | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01V | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01V | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01V | -64.34 | -76.93 | -87.18 | -94.78 | -99.50 | -101.20 |
| SO XBADJ | IM1GI01V | -109.27 | -121.64 | -130.30 | -135.01 | -135.61 | -132.09 |
| SO XBADJ | IM1GI01V | -124.56 | -113.25 | -98.49 | -95.89 | -103.06 | -107.10 |
| SO XBADJ | IM1GI01V | -107.89 | -105.40 | -99.70 | -90.98 | -79.49 | -65.59 |
| SO XBADJ | IM1GI01V | -61.43 | -61.91 | -60.50 | -57.25 | -52.27 | -45.69 |
| SO XBADJ | IM1GI01V | -37.73 | -28.62 | -18.65 | -16.66 | -33.75 | -49.80 |
| SO YBADJ | IM1GI01V | 38.88 | 41.67 | 43.20 | 43.42 | 42.31 | 39.92 |
| SO YBADJ | IM1GI01V | 39.61 | 34.66 | 28.65 | 21.77 | 14.23 | 6.26 |
| SO YBADJ | IM1GI01V | -1.90 | -10.00 | -17.80 | -23.92 | -29.86 | -34.90 |
| SO YBADJ | IM1GI01V | -38.88 | -41.67 | -43.20 | -43.42 | -42.31 | -39.92 |
| SO YBADJ | IM1GI01V | -39.61 | -34.66 | -28.65 | -21.77 | -14.23 | -6.26 |
| SO YBADJ | IM1GI01V | 1.90 | 10.00 | 17.80 | 23.92 | 29.86 | 34.90 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01W | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01W | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01W | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01W | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01W | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01W | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01W | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01W | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01W | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01W | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01W | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01W | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01W | -61.64 | -73.61 | -83.35 | -90.55 | -95.00 | -96.56 |
| SO XBADJ | IM1GI01W | -104.64 | -117.15 | -126.10 | -131.22 | -132.35 | -129.46 |
| SO XBADJ | IM1GI01W | -122.63 | -112.08 | -98.12 | -96.33 | -104.30 | -109.10 |
| SO XBADJ | IM1GI01W | -110.59 | -108.71 | -103.53 | -95.21 | -83.99 | -70.23 |
| SO XBADJ | IM1GI01W | -66.07 | -66.39 | -64.70 | -61.04 | -55.53 | -48.33 |
| SO XBADJ | IM1GI01W | -39.66 | -29.79 | -19.01 | -16.22 | -32.50 | -47.80 |
| SO YBADJ | IM1GI01W | 35.09 | 38.41 | 40.56 | 41.48 | 41.14 | 39.56 |
| SO YBADJ | IM1GI01W | 40.05 | 35.90 | 30.65 | 24.47 | 17.55 | 10.09 |
| SO YBADJ | IM1GI01W | 2.33 | -5.50 | -13.17 | -19.29 | -25.38 | -30.70 |
| SO YBADJ | IM1GI01W | -35.09 | -38.41 | -40.56 | -41.48 | -41.14 | -39.56 |
| SO YBADJ | IM1GI01W | -40.05 | -35.90 | -30.65 | -24.47 | -17.55 | -10.09 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI01W | -2.33 | 5.50 | 13.17 | 19.29 | 25.38 | 30.70 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01X | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01X | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01X | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01X | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01X | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01X | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01X | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01X | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01X | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01X | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01X | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01X | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01X | -58.25 | -69.53 | -78.69 | -85.47 | -89.65 | -91.10 |
| SO XBADJ | IM1GI01X | -99.24 | -111.97 | -121.30 | -126.94 | -128.73 | -126.60 |
| SO XBADJ | IM1GI01X | -120.63 | -110.99 | -97.98 | -97.13 | -106.03 | -111.70 |
| SO XBADJ | IM1GI01X | -113.98 | -112.80 | -108.19 | -100.29 | -89.34 | -75.68 |
| SO XBADJ | IM1GI01X | -71.47 | -71.57 | -69.50 | -65.32 | -59.15 | -51.19 |
| SO XBADJ | IM1GI01X | -41.67 | -30.88 | -19.16 | -15.42 | -30.78 | -45.20 |
| SO YBADJ | IM1GI01X | 30.81 | 34.79 | 37.71 | 39.48 | 40.05 | 39.41 |
| SO YBADJ | IM1GI01X | 40.86 | 37.62 | 33.25 | 27.87 | 21.63 | 14.75 |
| SO YBADJ | IM1GI01X | 7.41 | -0.15 | -7.71 | -13.89 | -20.20 | -25.90 |
| SO YBADJ | IM1GI01X | -30.81 | -34.79 | -37.71 | -39.48 | -40.05 | -39.41 |
| SO YBADJ | IM1GI01X | -40.86 | -37.62 | -33.25 | -27.87 | -21.63 | -14.75 |
| SO YBADJ | IM1GI01X | -7.41 | 0.15 | 7.71 | 13.89 | 20.20 | 25.90 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01Y | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01Y | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01Y | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01Y | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01Y | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01Y | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01Y | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01Y | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01Y | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01Y | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01Y | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01Y | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01Y | -55.39 | -65.90 | -74.41 | -80.66 | -84.46 | -85.69 |
| SO XBADJ | IM1GI01Y | -93.77 | -106.60 | -116.20 | -122.27 | -124.62 | -123.18 |
| SO XBADJ | IM1GI01Y | -118.00 | -109.24 | -97.16 | -97.27 | -107.11 | -113.70 |
| SO XBADJ | IM1GI01Y | -116.83 | -116.42 | -112.47 | -105.10 | -94.53 | -81.10 |
| SO XBADJ | IM1GI01Y | -76.94 | -76.94 | -74.60 | -69.99 | -63.26 | -54.61 |
| SO XBADJ | IM1GI01Y | -44.29 | -32.63 | -19.98 | -15.29 | -29.69 | -43.20 |
| SO YBADJ | IM1GI01Y | 26.14 | 30.68 | 34.29 | 36.86 | 38.30 | 38.59 |
| SO YBADJ | IM1GI01Y | 40.99 | 38.71 | 35.25 | 30.72 | 25.26 | 19.03 |
| SO YBADJ | IM1GI01Y | 12.22 | 5.04 | -2.29 | -8.41 | -14.83 | -20.80 |
| SO YBADJ | IM1GI01Y | -26.14 | -30.68 | -34.29 | -36.86 | -38.30 | -38.59 |
| SO YBADJ | IM1GI01Y | -40.99 | -38.71 | -35.25 | -30.72 | -25.26 | -19.03 |
| SO YBADJ | IM1GI01Y | -12.22 | -5.04 | 2.29 | 8.41 | 14.83 | 20.80 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI01Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI01Z | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01Z | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01Z | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI01Z | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI01Z | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI01Z | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI01Z | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01Z | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01Z | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI01Z | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI01Z | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI01Z | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI01Z | -52.15 | -62.02 | -70.00 | -75.85 | -79.40 | -80.54 |
| SO XBADJ | IM1GI01Z | -88.68 | -101.74 | -111.70 | -118.27 | -121.24 | -120.54 |
| SO XBADJ | IM1GI01Z | -116.16 | -108.26 | -97.07 | -98.08 | -108.79 | -116.20 |
| SO XBADJ | IM1GI01Z | -120.08 | -120.31 | -116.88 | -109.90 | -99.59 | -86.25 |
| SO XBADJ | IM1GI01Z | -82.03 | -81.81 | -79.10 | -73.99 | -66.63 | -57.25 |
| SO XBADJ | IM1GI01Z | -46.13 | -33.61 | -20.06 | -14.48 | -28.01 | -40.70 |
| SO YBADJ | IM1GI01Z | 22.14 | 27.30 | 31.64 | 35.02 | 37.33 | 38.50 |
| SO YBADJ | IM1GI01Z | 41.80 | 40.39 | 37.75 | 33.96 | 29.15 | 23.44 |
| SO YBADJ | IM1GI01Z | 17.03 | 10.09 | 2.85 | -3.33 | -9.97 | -16.30 |
| SO YBADJ | IM1GI01Z | -22.14 | -27.30 | -31.64 | -35.02 | -37.33 | -38.50 |
| SO YBADJ | IM1GI01Z | -41.80 | -40.39 | -37.75 | -33.96 | -29.15 | -23.44 |
| SO YBADJ | IM1GI01Z | -17.03 | -10.09 | -2.85 | 3.33 | 9.97 | 16.30 |
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI020 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI020 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI020 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI020 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI020 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI020 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI020 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI020 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI020 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI020 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI020 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI020 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI020 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI020 | -48.84 | -58.10 | -65.60 | -71.10 | -74.44 | -75.51 |
| SO XBADJ | IM1GI020 | -83.75 | -97.05 | -107.40 | -114.49 | -118.09 | -118.11 |
| SO XBADJ | IM1GI020 | -114.54 | -107.49 | -97.17 | -99.05 | -110.60 | -118.80 |
| SO XBADJ | IM1GI020 | -123.39 | -124.22 | -121.28 | -114.66 | -104.55 | -91.27 |
| SO XBADJ | IM1GI020 | -86.96 | -86.49 | -83.40 | -77.77 | -69.79 | -59.68 |
| SO XBADJ | IM1GI020 | -47.75 | -34.38 | -19.96 | -13.50 | -26.20 | -38.10 |
| SO YBADJ | IM1GI020 | 18.36 | 24.15 | 29.22 | 33.39 | 36.56 | 38.61 |
| SO YBADJ | IM1GI020 | 42.77 | 42.20 | 40.35 | 37.27 | 33.06 | 27.84 |
| SO YBADJ | IM1GI020 | 21.78 | 15.06 | 7.88 | 1.60 | -5.28 | -12.00 |
| SO YBADJ | IM1GI020 | -18.36 | -24.15 | -29.22 | -33.39 | -36.56 | -38.61 |
| SO YBADJ | IM1GI020 | -42.77 | -42.20 | -40.35 | -37.27 | -33.06 | -27.84 |
| SO YBADJ | IM1GI020 | -21.78 | -15.06 | -7.88 | -1.60 | 5.28 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI021 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI021 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI021 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI021 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI021 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI021 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI021 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI021 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI021 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI021 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI021 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI021 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI021 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI021 | -45.40 | -53.73 | -60.42 | -65.27 | -68.14 | -68.95 |
| SO XBADJ | IM1GI021 | -77.11 | -90.53 | -101.20 | -108.80 | -113.09 | -113.94 |
| SO XBADJ | IM1GI021 | -111.33 | -105.34 | -96.15 | -99.18 | -111.89 | -121.20 |
| SO XBADJ | IM1GI021 | -126.83 | -128.60 | -126.46 | -120.48 | -110.85 | -97.84 |
| SO XBADJ | IM1GI021 | -93.60 | -93.01 | -89.60 | -83.46 | -74.79 | -63.85 |
| SO XBADJ | IM1GI021 | -50.96 | -36.53 | -20.98 | -13.37 | -24.91 | -35.70 |
| SO YBADJ | IM1GI021 | 12.67 | 19.15 | 25.05 | 30.19 | 34.41 | 37.58 |
| SO YBADJ | IM1GI021 | 42.91 | 43.49 | 42.75 | 40.71 | 37.44 | 33.02 |
| SO YBADJ | IM1GI021 | 27.61 | 21.35 | 14.45 | 8.25 | 1.24 | -5.80 |
| SO YBADJ | IM1GI021 | -12.67 | -19.15 | -25.05 | -30.19 | -34.41 | -37.58 |
| SO YBADJ | IM1GI021 | -42.91 | -43.49 | -42.75 | -40.71 | -37.44 | -33.02 |
| SO YBADJ | IM1GI021 | -27.61 | -21.35 | -14.45 | -8.25 | -1.24 | 5.80 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI022 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI022 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI022 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI022 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI022 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI022 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI022 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI022 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI022 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI022 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI022 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI022 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI022 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI022 | -42.65 | -50.31 | -56.44 | -60.85 | -63.41 | -64.05 |
| SO XBADJ | IM1GI022 | -72.19 | -85.75 | -96.70 | -104.71 | -109.54 | -111.04 |
| SO XBADJ | IM1GI022 | -109.17 | -103.98 | -95.63 | -99.52 | -113.08 | -123.20 |
| SO XBADJ | IM1GI022 | -129.58 | -132.02 | -130.44 | -124.91 | -115.58 | -102.74 |
| SO XBADJ | IM1GI022 | -98.51 | -97.79 | -94.10 | -87.55 | -78.34 | -66.74 |
| SO XBADJ | IM1GI022 | -53.12 | -37.89 | -21.50 | -13.03 | -23.72 | -33.70 |
| SO YBADJ | IM1GI022 | 8.58 | 15.60 | 22.15 | 28.03 | 33.05 | 37.07 |
| SO YBADJ | IM1GI022 | 43.25 | 44.68 | 44.75 | 43.46 | 40.85 | 37.00 |
| SO YBADJ | IM1GI022 | 32.03 | 26.08 | 19.34 | 13.16 | 6.02 | -1.30 |
| SO YBADJ | IM1GI022 | -8.58 | -15.60 | -22.15 | -28.03 | -33.05 | -37.07 |
| SO YBADJ | IM1GI022 | -43.25 | -44.68 | -44.75 | -43.46 | -40.85 | -37.00 |
| SO YBADJ | IM1GI022 | -32.03 | -26.08 | -19.34 | -13.16 | -6.02 | 1.30 |
| SO BUILDHGT | IM1GI023 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI023 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI023 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI023 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI023 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI023 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI023 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI023 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI023 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI023 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI023 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI023 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI023 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI023 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI023 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI023 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI023 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI023 | -39.00 | -45.82 | -51.25 | -55.12 | -57.31 | -57.76 |
| SO XBADJ | IM1GI023 | -65.91 | -79.67 | -91.00 | -99.57 | -105.11 | -107.46 |
| SO XBADJ | IM1GI023 | -106.54 | -102.39 | -95.12 | -100.11 | -114.75 | -125.90 |
| SO XBADJ | IM1GI023 | -133.23 | -136.50 | -135.63 | -130.64 | -121.68 | -109.02 |
| SO XBADJ | IM1GI023 | -104.79 | -103.88 | -99.80 | -92.69 | -82.77 | -70.33 |
| SO XBADJ | IM1GI023 | -55.75 | -39.48 | -22.01 | -12.44 | -22.06 | -31.00 |
| SO YBADJ | IM1GI023 | 3.44 | 11.17 | 18.56 | 25.39 | 31.45 | 36.55 |
| SO YBADJ | IM1GI023 | 43.84 | 46.35 | 47.45 | 47.11 | 45.34 | 42.19 |
| SO YBADJ | IM1GI023 | 37.76 | 32.19 | 25.63 | 19.44 | 12.10 | 4.40 |
| SO YBADJ | IM1GI023 | -3.44 | -11.17 | -18.56 | -25.39 | -31.45 | -36.55 |
| SO YBADJ | IM1GI023 | -43.84 | -46.35 | -47.45 | -47.11 | -45.34 | -42.19 |
| SO YBADJ | IM1GI023 | -37.76 | -32.19 | -25.63 | -19.44 | -12.10 | -4.40 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI024 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI024 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI024 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI024 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI024 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI024 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI024 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI024 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI024 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI024 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI024 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI024 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI024 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI024 | -35.60 | -41.62 | -46.38 | -49.73 | -51.57 | -51.84 |
| SO XBADJ | IM1GI024 | -59.98 | -73.92 | -85.60 | -94.68 | -100.89 | -104.03 |
| SO XBADJ | IM1GI024 | -104.01 | -100.83 | -94.59 | -100.61 | -116.27 | -128.40 |
| SO XBADJ | IM1GI024 | -136.63 | -140.70 | -140.50 | -136.03 | -127.42 | -114.95 |
| SO XBADJ | IM1GI024 | -110.72 | -109.63 | -105.20 | -97.58 | -86.99 | -73.76 |
| SO XBADJ | IM1GI024 | -58.28 | -41.04 | -22.55 | -11.94 | -20.53 | -28.50 |
| SO YBADJ | IM1GI024 | -1.45 | 6.95 | 15.14 | 22.86 | 29.90 | 36.02 |
| SO YBADJ | IM1GI024 | 44.34 | 47.87 | 49.95 | 50.51 | 49.54 | 47.06 |
| SO YBADJ | IM1GI024 | 43.15 | 37.93 | 31.56 | 25.37 | 17.86 | 9.80 |
| SO YBADJ | IM1GI024 | 1.45 | -6.95 | -15.14 | -22.86 | -29.90 | -36.02 |
| SO YBADJ | IM1GI024 | -44.34 | -47.87 | -49.95 | -50.51 | -49.54 | -47.06 |
| SO YBADJ | IM1GI024 | -43.15 | -37.93 | -31.56 | -25.37 | -17.86 | -9.80 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI025 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI025 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI025 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI025 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDWID | IM1GI025 | 192.26 | 187.88 | 177.79 | 162.30 | 141.87 | 117.14 |
| SO BUILDWID | IM1GI025 | 112.55 | 136.80 | 156.90 | 172.23 | 182.32 | 186.88 |
| SO BUILDWID | IM1GI025 | 185.76 | 178.99 | 166.78 | 170.71 | 183.54 | 190.80 |
| SO BUILDLEN | IM1GI025 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI025 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI025 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO BUILDLEN | IM1GI025 | 172.23 | 182.32 | 186.88 | 185.76 | 178.99 | 166.78 |
| SO BUILDLEN | IM1GI025 | 170.71 | 183.54 | 190.80 | 192.26 | 187.88 | 177.79 |
| SO BUILDLEN | IM1GI025 | 162.30 | 141.87 | 117.14 | 112.55 | 136.80 | 156.90 |
| SO XBADJ | IM1GI025 | -32.50 | -37.82 | -41.99 | -44.88 | -46.41 | -46.53 |
| SO XBADJ | IM1GI025 | -54.69 | -68.79 | -80.80 | -90.36 | -97.17 | -101.02 |
| SO XBADJ | IM1GI025 | -101.81 | -99.51 | -94.18 | -101.13 | -117.71 | -130.70 |
| SO XBADJ | IM1GI025 | -139.72 | -144.50 | -144.89 | -140.87 | -132.58 | -120.26 |
| SO XBADJ | IM1GI025 | -116.02 | -114.75 | -110.00 | -101.90 | -90.71 | -76.76 |
| SO XBADJ | IM1GI025 | -60.48 | -42.36 | -22.96 | -11.42 | -19.10 | -26.20 |
| SO YBADJ | IM1GI025 | -5.77 | 3.23 | 12.13 | 20.67 | 28.57 | 35.61 |
| SO YBADJ | IM1GI025 | 44.86 | 49.30 | 52.25 | 53.61 | 53.34 | 51.45 |
| SO YBADJ | IM1GI025 | 48.00 | 43.08 | 36.86 | 30.67 | 22.98 | 14.60 |
| SO YBADJ | IM1GI025 | 5.77 | -3.23 | -12.13 | -20.67 | -28.57 | -35.61 |
| SO YBADJ | IM1GI025 | -44.86 | -49.30 | -52.25 | -53.61 | -53.34 | -51.45 |
| SO YBADJ | IM1GI025 | -48.00 | -43.08 | -36.86 | -30.67 | -22.98 | -14.60 |
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI02K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02K | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02K | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02K | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02K | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02K | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02K | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02K | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02K | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02K | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02K | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02K | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02K | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02K | -78.77 | -97.45 | -113.17 | -130.20 | -145.79 | -156.95 |
| SO XBADJ | IM1GI02K | -169.61 | -184.41 | -193.60 | -196.91 | -194.24 | -185.66 |
| SO XBADJ | IM1GI02K | -171.45 | -152.02 | -127.98 | -120.00 | -126.98 | -130.10 |
| SO XBADJ | IM1GI02K | -129.27 | -124.51 | -115.97 | -103.90 | -88.68 | -70.77 |
| SO XBADJ | IM1GI02K | -63.57 | -61.52 | -57.60 | -51.93 | -44.69 | -36.08 |
| SO XBADJ | IM1GI02K | -26.38 | -15.88 | -4.90 | -10.99 | -34.87 | -57.70 |
| SO YBADJ | IM1GI02K | 72.49 | 74.78 | 74.79 | 72.53 | 68.07 | 61.54 |
| SO YBADJ | IM1GI02K | 54.50 | 46.05 | 36.20 | 25.25 | 13.53 | 1.40 |
| SO YBADJ | IM1GI02K | -13.15 | -28.55 | -43.09 | -53.02 | -61.44 | -68.00 |
| SO YBADJ | IM1GI02K | -72.49 | -74.78 | -74.79 | -72.53 | -68.07 | -61.54 |
| SO YBADJ | IM1GI02K | -54.50 | -46.05 | -36.20 | -25.25 | -13.53 | -1.40 |
| SO YBADJ | IM1GI02K | 13.15 | 28.55 | 43.09 | 53.02 | 61.44 | 68.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02L | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02L | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02L | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02L | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02L | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02L | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02L | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02L | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02L | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02L | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02L | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02L | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02L | -74.80 | -92.73 | -107.83 | -124.42 | -139.74 | -150.81 |
| SO XBADJ | IM1GI02L | -163.57 | -178.65 | -188.30 | -192.23 | -190.32 | -182.62 |
| SO XBADJ | IM1GI02L | -169.38 | -150.99 | -128.01 | -121.10 | -129.11 | -133.20 |
| SO XBADJ | IM1GI02L | -133.24 | -129.24 | -121.30 | -109.69 | -94.74 | -76.91 |
| SO XBADJ | IM1GI02L | -69.61 | -67.28 | -62.90 | -56.61 | -48.61 | -39.12 |
| SO XBADJ | IM1GI02L | -28.45 | -16.91 | -4.86 | -9.89 | -32.74 | -54.60 |
| SO YBADJ | IM1GI02L | 67.81 | 70.86 | 71.75 | 70.46 | 67.04 | 61.57 |
| SO YBADJ | IM1GI02L | 55.60 | 48.18 | 39.30 | 29.22 | 18.26 | 6.73 |
| SO YBADJ | IM1GI02L | -7.37 | -22.50 | -36.95 | -46.98 | -55.69 | -62.70 |
| SO YBADJ | IM1GI02L | -67.81 | -70.86 | -71.75 | -70.46 | -67.04 | -61.57 |
| SO YBADJ | IM1GI02L | -55.60 | -48.18 | -39.30 | -29.22 | -18.26 | -6.73 |
| SO YBADJ | IM1GI02L | 7.37 | 22.50 | 36.95 | 46.98 | 55.69 | 62.70 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02M | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02M | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02M | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02M | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02M | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02M | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02M | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02M | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02M | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02M | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02M | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02M | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02M | -71.16 | -88.16 | -102.48 | -118.44 | -133.32 | -144.14 |
| SO XBADJ | IM1GI02M | -156.86 | -172.09 | -182.10 | -186.57 | -185.38 | -178.55 |
| SO XBADJ | IM1GI02M | -166.30 | -149.00 | -127.16 | -121.42 | -130.59 | -135.80 |
| SO XBADJ | IM1GI02M | -136.88 | -133.80 | -126.66 | -115.66 | -101.16 | -83.57 |
| SO XBADJ | IM1GI02M | -76.32 | -73.83 | -69.10 | -62.27 | -53.54 | -43.19 |
| SO XBADJ | IM1GI02M | -31.53 | -18.91 | -5.71 | -9.57 | -31.26 | -52.00 |
| SO YBADJ | IM1GI02M | 62.15 | 65.92 | 67.68 | 67.39 | 65.04 | 60.73 |
| SO YBADJ | IM1GI02M | 55.93 | 49.67 | 41.90 | 32.86 | 22.82 | 12.09 |
| SO YBADJ | IM1GI02M | -1.39 | -16.08 | -30.28 | -40.27 | -49.13 | -56.50 |
| SO YBADJ | IM1GI02M | -62.15 | -65.92 | -67.68 | -67.39 | -65.04 | -60.73 |
| SO YBADJ | IM1GI02M | -55.93 | -49.67 | -41.90 | -32.86 | -22.82 | -12.09 |
| SO YBADJ | IM1GI02M | 1.39 | 16.08 | 30.28 | 40.27 | 49.13 | 56.50 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02N | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |

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|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI02N | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02N | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02N | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02N | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02N | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02N | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02N | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02N | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02N | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02N | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02N | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02N | -67.58 | -83.70 | -97.28 | -112.66 | -127.13 | -137.73 |
| SO XBADJ | IM1GI02N | -150.42 | -165.83 | -176.20 | -181.22 | -180.73 | -174.74 |
| SO XBADJ | IM1GI02N | -163.45 | -147.19 | -126.46 | -121.84 | -132.13 | -138.40 |
| SO XBADJ | IM1GI02N | -140.46 | -138.26 | -131.86 | -121.45 | -107.35 | -89.98 |
| SO XBADJ | IM1GI02N | -82.76 | -80.09 | -75.00 | -67.63 | -58.20 | -47.00 |
| SO XBADJ | IM1GI02N | -34.38 | -20.71 | -6.41 | -9.14 | -29.72 | -49.40 |
| SO YBADJ | IM1GI02N | 56.79 | 61.26 | 63.87 | 64.54 | 63.24 | 60.03 |
| SO YBADJ | IM1GI02N | 56.35 | 51.20 | 44.50 | 36.44 | 27.28 | 17.29 |
| SO YBADJ | IM1GI02N | 4.40 | -9.89 | -23.87 | -33.83 | -42.87 | -50.60 |
| SO YBADJ | IM1GI02N | -56.79 | -61.26 | -63.87 | -64.54 | -63.24 | -60.03 |
| SO YBADJ | IM1GI02N | -56.35 | -51.20 | -44.50 | -36.44 | -27.28 | -17.29 |
| SO YBADJ | IM1GI02N | -4.40 | 9.89 | 23.87 | 33.83 | 42.87 | 50.60 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02O | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02O | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02O | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02O | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02O | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02O | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02O | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02O | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02O | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02O | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02O | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02O | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02O | -64.11 | -79.48 | -92.43 | -107.32 | -121.47 | -131.93 |
| SO XBADJ | IM1GI02O | -144.65 | -160.26 | -171.00 | -176.55 | -176.73 | -171.54 |
| SO XBADJ | IM1GI02O | -161.14 | -145.84 | -126.12 | -122.51 | -133.79 | -141.00 |
| SO XBADJ | IM1GI02O | -143.93 | -142.48 | -136.71 | -126.78 | -113.00 | -95.79 |
| SO XBADJ | IM1GI02O | -88.53 | -85.67 | -80.20 | -72.30 | -62.20 | -50.21 |
| SO XBADJ | IM1GI02O | -36.69 | -22.06 | -6.76 | -8.48 | -28.06 | -46.80 |
| SO YBADJ | IM1GI02O | 52.13 | 57.27 | 60.67 | 62.23 | 61.89 | 59.68 |
| SO YBADJ | IM1GI02O | 57.02 | 52.86 | 47.10 | 39.91 | 31.50 | 22.14 |
| SO YBADJ | IM1GI02O | 9.73 | -4.24 | -18.07 | -28.06 | -37.30 | -45.40 |
| SO YBADJ | IM1GI02O | -52.13 | -57.27 | -60.67 | -62.23 | -61.89 | -59.68 |
| SO YBADJ | IM1GI02O | -57.02 | -52.86 | -47.10 | -39.91 | -31.50 | -22.14 |
| SO YBADJ | IM1GI02O | -9.73 | 4.24 | 18.07 | 28.06 | 37.30 | 45.40 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02P | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02P | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02P | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02P | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02P | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02P | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02P | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02P | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02P | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02P | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02P | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02P | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02P | -23.23 | -28.95 | -33.80 | -42.37 | -52.17 | -60.38 |
| SO XBADJ | IM1GI02P | -73.02 | -90.74 | -105.70 | -117.45 | -125.63 | -129.99 |
| SO XBADJ | IM1GI02P | -130.40 | -126.85 | -119.45 | -128.37 | -151.99 | -171.00 |
| SO XBADJ | IM1GI02P | -184.81 | -193.01 | -195.34 | -191.74 | -182.31 | -167.34 |
| SO XBADJ | IM1GI02P | -160.15 | -155.18 | -145.50 | -131.39 | -113.30 | -91.76 |
| SO XBADJ | IM1GI02P | -67.43 | -41.05 | -13.43 | -2.62 | -9.86 | -16.80 |
| SO YBADJ | IM1GI02P | -6.97 | 6.16 | 19.12 | 31.49 | 42.90 | 53.01 |
| SO YBADJ | IM1GI02P | 62.87 | 71.07 | 77.10 | 80.79 | 82.03 | 80.77 |
| SO YBADJ | IM1GI02P | 74.69 | 65.07 | 53.48 | 43.56 | 32.22 | 19.90 |
| SO YBADJ | IM1GI02P | 6.97 | -6.16 | -19.12 | -31.49 | -42.90 | -53.01 |
| SO YBADJ | IM1GI02P | -62.87 | -71.07 | -77.10 | -80.79 | -82.03 | -80.77 |
| SO YBADJ | IM1GI02P | -74.69 | -65.07 | -53.48 | -43.56 | -32.22 | -19.90 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02Q | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Q | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Q | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI02Q | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Q | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Q | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02Q | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Q | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Q | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02Q | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Q | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Q | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02Q | -19.56 | -24.62 | -28.94 | -37.12 | -46.70 | -54.86 |
| SO XBADJ | IM1GI02Q | -67.62 | -85.61 | -101.00 | -113.32 | -122.20 | -127.37 |
| SO XBADJ | IM1GI02Q | -128.66 | -126.05 | -119.61 | -129.48 | -154.03 | -173.90 |
| SO XBADJ | IM1GI02Q | -188.48 | -197.34 | -200.20 | -196.98 | -187.77 | -172.86 |
| SO XBADJ | IM1GI02Q | -165.56 | -160.32 | -150.20 | -135.52 | -116.72 | -94.38 |
| SO XBADJ | IM1GI02Q | -69.16 | -41.85 | -13.27 | -1.50 | -7.82 | -13.90 |
| SO YBADJ | IM1GI02Q | -11.10 | 2.74 | 16.50 | 29.75 | 42.10 | 53.17 |
| SO YBADJ | IM1GI02Q | 63.99 | 73.11 | 80.00 | 84.46 | 86.36 | 85.63 |
| SO YBADJ | IM1GI02Q | 79.93 | 70.54 | 59.00 | 48.97 | 37.35 | 24.60 |
| SO YBADJ | IM1GI02Q | 11.10 | -2.74 | -16.50 | -29.75 | -42.10 | -53.17 |
| SO YBADJ | IM1GI02Q | -63.99 | -73.11 | -80.00 | -84.46 | -86.36 | -85.63 |
| SO YBADJ | IM1GI02Q | -79.93 | -70.54 | -59.00 | -48.97 | -37.35 | -24.60 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02R | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02R | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02R | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02R | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02R | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02R | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02R | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02R | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02R | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02R | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02R | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02R | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02R | -66.10 | -79.90 | -91.26 | -104.60 | -117.29 | -126.41 |
| SO XBADJ | IM1GI02R | -137.95 | -152.59 | -162.60 | -167.67 | -167.64 | -162.52 |
| SO XBADJ | IM1GI02R | -152.46 | -137.76 | -118.89 | -116.35 | -128.88 | -137.50 |
| SO XBADJ | IM1GI02R | -141.94 | -142.07 | -137.88 | -129.50 | -117.19 | -101.31 |
| SO XBADJ | IM1GI02R | -95.23 | -93.33 | -88.60 | -81.18 | -71.29 | -59.23 |
| SO XBADJ | IM1GI02R | -45.37 | -30.14 | -13.99 | -14.64 | -32.97 | -50.30 |
| SO YBADJ | IM1GI02R | 43.24 | 48.18 | 51.64 | 53.54 | 53.81 | 52.45 |
| SO YBADJ | IM1GI02R | 50.85 | 47.96 | 43.60 | 37.92 | 31.09 | 23.31 |
| SO YBADJ | IM1GI02R | 12.45 | -0.05 | -12.55 | -21.36 | -29.63 | -37.00 |
| SO YBADJ | IM1GI02R | -43.24 | -48.18 | -51.64 | -53.54 | -53.81 | -52.45 |
| SO YBADJ | IM1GI02R | -50.85 | -47.96 | -43.60 | -37.92 | -31.09 | -23.31 |
| SO YBADJ | IM1GI02R | -12.45 | 0.05 | 12.55 | 21.36 | 29.63 | 37.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02S | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02S | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02S | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02S | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02S | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02S | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02S | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02S | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02S | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02S | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02S | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02S | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02S | -62.52 | -75.43 | -86.06 | -98.82 | -111.10 | -120.00 |
| SO XBADJ | IM1GI02S | -131.52 | -146.33 | -156.70 | -162.31 | -162.98 | -158.71 |
| SO XBADJ | IM1GI02S | -149.61 | -135.96 | -118.19 | -116.77 | -130.42 | -140.10 |
| SO XBADJ | IM1GI02S | -145.53 | -146.53 | -143.08 | -135.28 | -123.38 | -107.72 |
| SO XBADJ | IM1GI02S | -101.66 | -99.59 | -94.50 | -86.54 | -75.94 | -63.04 |
| SO XBADJ | IM1GI02S | -48.22 | -31.94 | -14.69 | -14.21 | -31.43 | -47.70 |
| SO YBADJ | IM1GI02S | 37.89 | 43.52 | 47.83 | 50.69 | 52.01 | 51.75 |
| SO YBADJ | IM1GI02S | 51.28 | 49.49 | 46.20 | 41.50 | 35.55 | 28.51 |
| SO YBADJ | IM1GI02S | 18.23 | 6.14 | -6.14 | -14.93 | -23.37 | -31.10 |
| SO YBADJ | IM1GI02S | -37.89 | -43.52 | -47.83 | -50.69 | -52.01 | -51.75 |
| SO YBADJ | IM1GI02S | -51.28 | -49.49 | -46.20 | -41.50 | -35.55 | -28.51 |
| SO YBADJ | IM1GI02S | -18.23 | -6.14 | 6.14 | 14.93 | 23.37 | 31.10 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02T | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02T | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02T | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02T | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02T | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI02T | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02T | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02T | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02T | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02T | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02T | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02T | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02T | -58.68 | -70.68 | -80.53 | -92.69 | -104.55 | -113.23 |
| SO XBADJ | IM1GI02T | -124.73 | -139.74 | -150.50 | -156.69 | -158.11 | -154.74 |
| SO XBADJ | IM1GI02T | -146.66 | -134.12 | -117.51 | -117.28 | -132.10 | -142.90 |
| SO XBADJ | IM1GI02T | -149.36 | -151.28 | -148.61 | -141.41 | -129.93 | -114.49 |
| SO XBADJ | IM1GI02T | -108.44 | -106.19 | -100.70 | -92.15 | -80.81 | -67.01 |
| SO XBADJ | IM1GI02T | -51.17 | -33.78 | -15.36 | -13.70 | -29.75 | -44.90 |
| SO YBADJ | IM1GI02T | 32.27 | 38.65 | 43.86 | 47.74 | 50.17 | 51.07 |
| SO YBADJ | IM1GI02T | 51.79 | 51.17 | 49.00 | 45.34 | 40.30 | 34.04 |
| SO YBADJ | IM1GI02T | 24.36 | 12.69 | 0.63 | -8.14 | -16.78 | -24.90 |
| SO YBADJ | IM1GI02T | -32.27 | -38.65 | -43.86 | -47.74 | -50.17 | -51.07 |
| SO YBADJ | IM1GI02T | -51.79 | -51.17 | -49.00 | -45.34 | -40.30 | -34.04 |
| SO YBADJ | IM1GI02T | -24.36 | -12.69 | -0.63 | 8.14 | 16.78 | 24.90 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02U | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02U | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02U | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02U | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02U | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02U | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02U | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02U | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02U | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02U | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02U | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02U | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02U | -54.84 | -66.01 | -75.17 | -86.80 | -98.32 | -106.84 |
| SO XBADJ | IM1GI02U | -118.39 | -133.62 | -144.80 | -151.58 | -153.75 | -151.25 |
| SO XBADJ | IM1GI02U | -144.16 | -132.68 | -117.17 | -118.06 | -133.96 | -145.80 |
| SO XBADJ | IM1GI02U | -153.21 | -155.96 | -153.97 | -147.30 | -136.16 | -120.88 |
| SO XBADJ | IM1GI02U | -114.79 | -112.30 | -106.40 | -97.26 | -85.17 | -70.50 |
| SO XBADJ | IM1GI02U | -53.67 | -35.22 | -15.70 | -12.93 | -27.89 | -42.00 |
| SO YBADJ | IM1GI02U | 27.16 | 34.29 | 40.38 | 45.24 | 48.73 | 50.74 |
| SO YBADJ | IM1GI02U | 52.57 | 53.04 | 51.90 | 49.18 | 44.97 | 39.40 |
| SO YBADJ | IM1GI02U | 30.25 | 18.92 | 7.02 | -1.80 | -10.66 | -19.20 |
| SO YBADJ | IM1GI02U | -27.16 | -34.29 | -40.38 | -45.24 | -48.73 | -50.74 |
| SO YBADJ | IM1GI02U | -52.57 | -53.04 | -51.90 | -49.18 | -44.97 | -39.40 |
| SO YBADJ | IM1GI02U | -30.25 | -18.92 | -7.02 | 1.80 | 10.66 | 19.20 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02V | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02V | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02V | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02V | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02V | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02V | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02V | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02V | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02V | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02V | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02V | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02V | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02V | -50.62 | -60.80 | -69.14 | -80.12 | -91.19 | -99.49 |
| SO XBADJ | IM1GI02V | -111.03 | -126.49 | -138.10 | -145.52 | -148.51 | -147.00 |
| SO XBADJ | IM1GI02V | -141.02 | -130.75 | -116.51 | -118.68 | -135.85 | -148.90 |
| SO XBADJ | IM1GI02V | -157.42 | -161.16 | -160.00 | -153.98 | -143.28 | -128.23 |
| SO XBADJ | IM1GI02V | -122.15 | -119.44 | -113.10 | -103.32 | -90.41 | -74.75 |
| SO XBADJ | IM1GI02V | -56.81 | -37.15 | -16.37 | -12.30 | -26.00 | -38.90 |
| SO YBADJ | IM1GI02V | 21.10 | 29.05 | 36.13 | 42.10 | 46.80 | 50.07 |
| SO YBADJ | IM1GI02V | 53.19 | 54.93 | 55.00 | 53.40 | 50.18 | 45.43 |
| SO YBADJ | IM1GI02V | 36.93 | 26.05 | 14.37 | 5.56 | -3.52 | -12.50 |
| SO YBADJ | IM1GI02V | -21.10 | -29.05 | -36.13 | -42.10 | -46.80 | -50.07 |
| SO YBADJ | IM1GI02V | -53.19 | -54.93 | -55.00 | -53.40 | -50.18 | -45.43 |
| SO YBADJ | IM1GI02V | -36.93 | -26.05 | -14.37 | -5.56 | 3.52 | 12.50 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02W | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02W | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02W | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02W | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02W | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02W | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02W | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI02W | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02W | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02W | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02W | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02W | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02W | -13.00 | -16.30 | -19.10 | -26.08 | -34.78 | -42.43 |
| SO XBADJ | IM1GI02W | -55.05 | -73.29 | -89.30 | -102.60 | -112.78 | -119.54 |
| SO XBADJ | IM1GI02W | -122.66 | -122.06 | -117.74 | -129.81 | -156.53 | -178.50 |
| SO XBADJ | IM1GI02W | -195.05 | -205.67 | -210.04 | -208.02 | -199.69 | -185.29 |
| SO XBADJ | IM1GI02W | -178.13 | -172.64 | -161.90 | -146.24 | -126.14 | -102.21 |
| SO XBADJ | IM1GI02W | -75.17 | -45.85 | -15.13 | -1.18 | -5.32 | -9.30 |
| SO YBADJ | IM1GI02W | -21.82 | -6.68 | 8.66 | 23.74 | 38.10 | 51.31 |
| SO YBADJ | IM1GI02W | 64.31 | 75.60 | 84.60 | 91.02 | 94.68 | 95.47 |
| SO YBADJ | IM1GI02W | 90.97 | 82.46 | 71.43 | 61.54 | 49.68 | 36.30 |
| SO YBADJ | IM1GI02W | 21.82 | 6.68 | -8.66 | -23.74 | -38.10 | -51.31 |
| SO YBADJ | IM1GI02W | -64.31 | -75.60 | -84.60 | -91.02 | -94.68 | -95.47 |
| SO YBADJ | IM1GI02W | -90.97 | -82.46 | -71.43 | -61.54 | -49.68 | -36.30 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02X | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02X | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02X | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02X | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02X | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02X | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02X | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02X | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02X | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02X | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02X | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02X | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02X | -16.49 | -20.59 | -24.06 | -31.54 | -40.59 | -48.40 |
| SO XBADJ | IM1GI02X | -61.01 | -79.06 | -94.70 | -107.47 | -116.97 | -122.91 |
| SO XBADJ | IM1GI02X | -125.12 | -123.53 | -118.19 | -129.21 | -154.91 | -175.90 |
| SO XBADJ | IM1GI02X | -191.55 | -201.38 | -205.08 | -202.56 | -193.88 | -179.32 |
| SO XBADJ | IM1GI02X | -172.17 | -166.87 | -156.50 | -141.38 | -121.96 | -98.83 |
| SO XBADJ | IM1GI02X | -72.71 | -44.37 | -14.68 | -1.78 | -6.94 | -11.90 |
| SO YBADJ | IM1GI02X | -16.96 | -2.50 | 12.04 | 26.21 | 39.58 | 51.75 |
| SO YBADJ | IM1GI02X | 63.72 | 73.98 | 82.00 | 87.53 | 90.39 | 90.51 |
| SO YBADJ | IM1GI02X | 85.51 | 76.65 | 65.46 | 55.58 | 43.91 | 30.90 |
| SO YBADJ | IM1GI02X | 16.96 | 2.50 | -12.04 | -26.21 | -39.58 | -51.75 |
| SO YBADJ | IM1GI02X | -63.72 | -73.98 | -82.00 | -87.53 | -90.39 | -90.51 |
| SO YBADJ | IM1GI02X | -85.51 | -76.65 | -65.46 | -55.58 | -43.91 | -30.90 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02Y | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Y | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Y | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02Y | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Y | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Y | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02Y | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Y | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Y | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI02Y | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Y | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Y | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02Y | -26.81 | -33.30 | -38.79 | -47.84 | -57.96 | -66.32 |
| SO XBADJ | IM1GI02Y | -78.93 | -96.43 | -111.00 | -122.20 | -129.68 | -133.23 |
| SO XBADJ | IM1GI02Y | -132.73 | -128.19 | -119.76 | -127.64 | -150.25 | -168.30 |
| SO XBADJ | IM1GI02Y | -181.23 | -188.66 | -190.35 | -186.26 | -176.51 | -161.40 |
| SO XBADJ | IM1GI02Y | -154.25 | -149.50 | -140.20 | -126.64 | -109.24 | -88.52 |
| SO XBADJ | IM1GI02Y | -65.10 | -39.71 | -13.12 | -3.34 | -11.60 | -19.50 |
| SO YBADJ | IM1GI02Y | -2.22 | 10.22 | 22.36 | 33.81 | 44.24 | 53.32 |
| SO YBADJ | IM1GI02Y | 62.15 | 69.33 | 74.40 | 77.21 | 77.68 | 75.78 |
| SO YBADJ | IM1GI02Y | 69.21 | 59.28 | 47.54 | 37.66 | 26.53 | 14.60 |
| SO YBADJ | IM1GI02Y | 2.22 | -10.22 | -22.36 | -33.81 | -44.24 | -53.32 |
| SO YBADJ | IM1GI02Y | -62.15 | -69.33 | -74.40 | -77.21 | -77.68 | -75.78 |
| SO YBADJ | IM1GI02Y | -69.21 | -59.28 | -47.54 | -37.66 | -26.53 | -14.60 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI02Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI02Z | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Z | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Z | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI02Z | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI02Z | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI02Z | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI02Z | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Z | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Z | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |

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|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI02Z | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI02Z | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI02Z | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI02Z | -30.23 | -37.53 | -43.70 | -53.29 | -63.78 | -72.33 |
| SO XBADJ | IM1GI02Z | -84.95 | -102.28 | -116.50 | -127.18 | -134.00 | -136.74 |
| SO XBADJ | IM1GI02Z | -135.33 | -129.81 | -120.34 | -127.17 | -148.75 | -165.80 |
| SO XBADJ | IM1GI02Z | -177.82 | -184.43 | -185.44 | -180.81 | -170.69 | -155.39 |
| SO XBADJ | IM1GI02Z | -148.23 | -143.65 | -134.70 | -121.66 | -104.93 | -85.00 |
| SO XBADJ | IM1GI02Z | -62.50 | -38.09 | -12.53 | -3.81 | -13.10 | -22.00 |
| SO YBADJ | IM1GI02Z | 2.76 | 14.54 | 25.87 | 36.42 | 45.86 | 53.91 |
| SO YBADJ | IM1GI02Z | 61.68 | 67.82 | 71.90 | 73.79 | 73.45 | 70.87 |
| SO YBADJ | IM1GI02Z | 63.76 | 53.46 | 41.53 | 31.64 | 20.68 | 9.10 |
| SO YBADJ | IM1GI02Z | -2.76 | -14.54 | -25.87 | -36.42 | -45.86 | -53.91 |
| SO YBADJ | IM1GI02Z | -61.68 | -67.82 | -71.90 | -73.79 | -73.45 | -70.87 |
| SO YBADJ | IM1GI02Z | -63.76 | -53.46 | -41.53 | -31.64 | -20.68 | -9.10 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI030 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI030 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI030 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI030 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI030 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI030 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI030 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI030 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI030 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI030 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI030 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI030 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI030 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI030 | -33.63 | -41.73 | -48.57 | -58.68 | -69.53 | -78.26 |
| SO XBADJ | IM1GI030 | -90.88 | -108.03 | -121.90 | -132.06 | -138.22 | -140.17 |
| SO XBADJ | IM1GI030 | -137.86 | -131.37 | -120.88 | -126.67 | -147.22 | -163.30 |
| SO XBADJ | IM1GI030 | -174.42 | -180.23 | -180.57 | -175.43 | -164.95 | -149.46 |
| SO XBADJ | IM1GI030 | -142.30 | -137.89 | -129.30 | -116.78 | -100.71 | -81.58 |
| SO XBADJ | IM1GI030 | -59.97 | -36.54 | -12.00 | -4.31 | -14.63 | -24.50 |
| SO YBADJ | IM1GI030 | 7.64 | 18.75 | 29.30 | 38.95 | 47.41 | 54.44 |
| SO YBADJ | IM1GI030 | 61.18 | 66.30 | 69.40 | 70.39 | 69.25 | 66.00 |
| SO YBADJ | IM1GI030 | 58.37 | 47.71 | 35.60 | 25.71 | 14.93 | 3.70 |
| SO YBADJ | IM1GI030 | -7.64 | -18.75 | -29.30 | -38.95 | -47.41 | -54.44 |
| SO YBADJ | IM1GI030 | -61.18 | -66.30 | -69.40 | -70.39 | -69.25 | -66.00 |
| SO YBADJ | IM1GI030 | -58.37 | -47.71 | -35.60 | -25.71 | -14.93 | -3.70 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI031 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI031 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI031 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI031 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI031 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI031 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI031 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI031 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI031 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI031 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI031 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI031 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI031 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI031 | -37.12 | -46.02 | -53.52 | -64.14 | -75.33 | -84.24 |
| SO XBADJ | IM1GI031 | -96.84 | -113.80 | -127.30 | -136.93 | -142.40 | -143.55 |
| SO XBADJ | IM1GI031 | -140.33 | -132.85 | -121.33 | -126.08 | -145.60 | -160.70 |
| SO XBADJ | IM1GI031 | -170.92 | -175.94 | -175.62 | -169.96 | -159.14 | -143.48 |
| SO XBADJ | IM1GI031 | -136.33 | -132.12 | -123.90 | -111.91 | -96.52 | -78.20 |
| SO XBADJ | IM1GI031 | -57.50 | -35.06 | -11.55 | -4.91 | -16.25 | -27.10 |
| SO YBADJ | IM1GI031 | 12.51 | 22.94 | 32.67 | 41.41 | 48.89 | 54.89 |
| SO YBADJ | IM1GI031 | 60.58 | 64.67 | 66.80 | 66.90 | 64.96 | 61.05 |
| SO YBADJ | IM1GI031 | 52.91 | 41.90 | 29.62 | 19.74 | 9.16 | -1.70 |
| SO YBADJ | IM1GI031 | -12.51 | -22.94 | -32.67 | -41.41 | -48.89 | -54.89 |
| SO YBADJ | IM1GI031 | -60.58 | -64.67 | -66.80 | -66.90 | -64.96 | -61.05 |
| SO YBADJ | IM1GI031 | -52.91 | -41.90 | -29.62 | -19.74 | -9.16 | 1.70 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI032 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI032 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI032 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI032 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI032 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI032 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI032 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI032 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI032 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI032 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI032 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI032 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI032 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI032 | -40.54 | -50.25 | -58.43 | -69.59 | -81.15 | -90.25 |
| SO XBADJ | IM1GI032 | -102.87 | -119.65 | -132.80 | -141.91 | -146.71 | -147.06 |
| SO XBADJ | IM1GI032 | -142.93 | -134.47 | -121.91 | -125.61 | -144.09 | -158.20 |
| SO XBADJ | IM1GI032 | -167.50 | -171.71 | -170.71 | -164.51 | -153.32 | -137.47 |
| SO XBADJ | IM1GI032 | -130.31 | -126.27 | -118.40 | -106.93 | -92.21 | -74.69 |
| SO XBADJ | IM1GI032 | -54.90 | -33.44 | -10.96 | -5.38 | -17.76 | -29.60 |
| SO YBADJ | IM1GI032 | 17.49 | 27.25 | 36.19 | 44.02 | 50.51 | 55.47 |
| SO YBADJ | IM1GI032 | 60.11 | 63.17 | 64.30 | 63.48 | 60.73 | 56.14 |
| SO YBADJ | IM1GI032 | 47.46 | 36.08 | 23.61 | 13.72 | 3.31 | -7.20 |
| SO YBADJ | IM1GI032 | -17.49 | -27.25 | -36.19 | -44.02 | -50.51 | -55.47 |
| SO YBADJ | IM1GI032 | -60.11 | -63.17 | -64.30 | -63.48 | -60.73 | -56.14 |
| SO YBADJ | IM1GI032 | -47.46 | -36.08 | -23.61 | -13.72 | -3.31 | 7.20 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI033 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI033 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI033 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI033 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI033 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI033 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI033 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI033 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI033 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI033 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI033 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI033 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI033 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI033 | -43.94 | -54.45 | -63.30 | -74.98 | -86.90 | -96.18 |
| SO XBADJ | IM1GI033 | -108.80 | -125.40 | -138.20 | -146.80 | -150.93 | -150.48 |
| SO XBADJ | IM1GI033 | -145.46 | -136.02 | -122.45 | -125.10 | -142.57 | -155.70 |
| SO XBADJ | IM1GI033 | -164.10 | -167.52 | -165.84 | -159.13 | -147.58 | -131.54 |
| SO XBADJ | IM1GI033 | -124.38 | -120.52 | -113.00 | -102.05 | -87.99 | -71.26 |
| SO XBADJ | IM1GI033 | -52.37 | -31.88 | -10.43 | -5.88 | -19.28 | -32.10 |
| SO YBADJ | IM1GI033 | 22.38 | 31.47 | 39.61 | 46.55 | 52.07 | 56.01 |
| SO YBADJ | IM1GI033 | 59.61 | 61.64 | 61.80 | 60.08 | 56.53 | 51.27 |
| SO YBADJ | IM1GI033 | 42.07 | 30.34 | 17.68 | 7.79 | -2.44 | -12.60 |
| SO YBADJ | IM1GI033 | -22.38 | -31.47 | -39.61 | -46.55 | -52.07 | -56.01 |
| SO YBADJ | IM1GI033 | -59.61 | -61.64 | -61.80 | -60.08 | -56.53 | -51.27 |
| SO YBADJ | IM1GI033 | -42.07 | -30.34 | -17.68 | -7.79 | 2.44 | 12.60 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI034 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI034 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI034 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI034 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI034 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI034 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI034 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI034 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI034 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI034 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI034 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI034 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI034 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI034 | -47.44 | -58.74 | -68.25 | -80.44 | -92.70 | -102.15 |
| SO XBADJ | IM1GI034 | -114.76 | -131.17 | -143.60 | -151.66 | -155.12 | -153.86 |
| SO XBADJ | IM1GI034 | -147.93 | -137.50 | -122.90 | -124.51 | -140.95 | -153.10 |
| SO XBADJ | IM1GI034 | -160.60 | -163.23 | -160.89 | -153.66 | -141.77 | -125.57 |
| SO XBADJ | IM1GI034 | -118.42 | -114.75 | -107.60 | -97.18 | -83.80 | -67.88 |
| SO XBADJ | IM1GI034 | -49.90 | -30.40 | -9.98 | -6.48 | -20.91 | -34.70 |
| SO YBADJ | IM1GI034 | 27.24 | 35.66 | 42.99 | 49.01 | 53.55 | 56.46 |
| SO YBADJ | IM1GI034 | 59.02 | 60.02 | 59.20 | 56.58 | 52.24 | 46.32 |
| SO YBADJ | IM1GI034 | 36.61 | 24.53 | 11.71 | 1.83 | -8.21 | -18.00 |
| SO YBADJ | IM1GI034 | -27.24 | -35.66 | -42.99 | -49.01 | -53.55 | -56.46 |
| SO YBADJ | IM1GI034 | -59.02 | -60.02 | -59.20 | -56.58 | -52.24 | -46.32 |
| SO YBADJ | IM1GI034 | -36.61 | -24.53 | -11.71 | -1.83 | 8.21 | 18.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI035 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI035 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI035 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI035 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI035 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI035 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI035 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI035 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI035 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI035 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI035 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI035 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI035 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI035 | -50.86 | -62.97 | -73.17 | -85.89 | -98.52 | -108.17 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI035 | -120.78 | -137.02 | -149.10 | -156.65 | -159.43 | -157.37 |
| SO XBADJ | IM1GI035 | -150.53 | -139.12 | -123.48 | -124.04 | -139.44 | -150.60 |
| SO XBADJ | IM1GI035 | -157.19 | -158.99 | -155.97 | -148.21 | -135.95 | -119.55 |
| SO XBADJ | IM1GI035 | -112.39 | -108.90 | -102.10 | -92.20 | -79.49 | -64.37 |
| SO XBADJ | IM1GI035 | -47.30 | -28.78 | -9.39 | -6.95 | -22.41 | -37.20 |
| SO YBADJ | IM1GI035 | 32.22 | 39.97 | 46.50 | 51.62 | 55.17 | 57.04 |
| SO YBADJ | IM1GI035 | 58.55 | 58.51 | 56.70 | 53.16 | 48.01 | 41.40 |
| SO YBADJ | IM1GI035 | 31.16 | 18.71 | 5.69 | -4.20 | -14.06 | -23.50 |
| SO YBADJ | IM1GI035 | -32.22 | -39.97 | -46.50 | -51.62 | -55.17 | -57.04 |
| SO YBADJ | IM1GI035 | -58.55 | -58.51 | -56.70 | -53.16 | -48.01 | -41.40 |
| SO YBADJ | IM1GI035 | -31.16 | -18.71 | -5.69 | 4.20 | 14.06 | 23.50 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI036 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI036 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI036 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI036 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI036 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI036 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI036 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI036 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI036 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI036 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI036 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI036 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI036 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI036 | -54.35 | -67.26 | -78.12 | -91.35 | -104.33 | -114.14 |
| SO XBADJ | IM1GI036 | -126.75 | -142.79 | -154.50 | -161.51 | -163.62 | -160.75 |
| SO XBADJ | IM1GI036 | -153.00 | -140.60 | -123.93 | -123.44 | -137.82 | -148.00 |
| SO XBADJ | IM1GI036 | -153.69 | -154.70 | -151.02 | -142.75 | -130.14 | -113.58 |
| SO XBADJ | IM1GI036 | -106.43 | -103.13 | -96.70 | -87.33 | -75.31 | -60.99 |
| SO XBADJ | IM1GI036 | -44.83 | -27.30 | -8.95 | -7.54 | -24.04 | -39.80 |
| SO YBADJ | IM1GI036 | 37.09 | 44.16 | 49.88 | 54.09 | 56.65 | 57.49 |
| SO YBADJ | IM1GI036 | 57.95 | 56.89 | 54.10 | 49.67 | 43.72 | 36.45 |
| SO YBADJ | IM1GI036 | 25.70 | 12.90 | -0.28 | -10.16 | -19.83 | -28.90 |
| SO YBADJ | IM1GI036 | -37.09 | -44.16 | -49.88 | -54.09 | -56.65 | -57.49 |
| SO YBADJ | IM1GI036 | -57.95 | -56.89 | -54.10 | -49.67 | -43.72 | -36.45 |
| SO YBADJ | IM1GI036 | -25.70 | -12.90 | 0.28 | 10.16 | 19.83 | 28.90 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI037 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI037 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI037 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI037 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI037 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI037 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI037 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI037 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI037 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI037 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI037 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI037 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI037 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI037 | -57.77 | -71.49 | -83.03 | -96.80 | -110.15 | -120.15 |
| SO XBADJ | IM1GI037 | -132.77 | -148.64 | -160.00 | -166.49 | -167.93 | -164.26 |
| SO XBADJ | IM1GI037 | -155.61 | -142.22 | -124.51 | -122.98 | -136.31 | -145.50 |
| SO XBADJ | IM1GI037 | -150.27 | -150.47 | -146.11 | -137.30 | -124.32 | -107.56 |
| SO XBADJ | IM1GI037 | -100.41 | -97.28 | -91.20 | -82.35 | -70.99 | -57.48 |
| SO XBADJ | IM1GI037 | -42.22 | -25.68 | -8.36 | -8.01 | -25.54 | -42.30 |
| SO YBADJ | IM1GI037 | 42.07 | 48.47 | 53.39 | 56.69 | 58.27 | 58.08 |
| SO YBADJ | IM1GI037 | 57.48 | 55.38 | 51.60 | 46.25 | 39.49 | 31.54 |
| SO YBADJ | IM1GI037 | 20.25 | 7.08 | -6.30 | -16.18 | -25.68 | -34.40 |
| SO YBADJ | IM1GI037 | -42.07 | -48.47 | -53.39 | -56.69 | -58.27 | -58.08 |
| SO YBADJ | IM1GI037 | -57.48 | -55.38 | -51.60 | -46.25 | -39.49 | -31.54 |
| SO YBADJ | IM1GI037 | -20.25 | -7.08 | 6.30 | 16.18 | 25.68 | 34.40 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI038 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI038 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI038 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI038 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI038 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI038 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI038 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI038 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI038 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI038 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI038 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI038 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI038 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI038 | -61.17 | -75.68 | -87.90 | -102.19 | -115.90 | -126.08 |
| SO XBADJ | IM1GI038 | -138.70 | -154.40 | -165.40 | -171.38 | -172.15 | -167.69 |
| SO XBADJ | IM1GI038 | -158.14 | -143.78 | -125.05 | -122.47 | -134.78 | -143.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI038 | -146.87 | -146.28 | -141.24 | -131.91 | -118.58 | -101.64 |
| SO XBADJ | IM1GI038 | -94.48 | -91.53 | -85.80 | -77.46 | -66.77 | -54.05 |
| SO XBADJ | IM1GI038 | -39.69 | -24.13 | -7.83 | -8.51 | -27.07 | -44.80 |
| SO YBADJ | IM1GI038 | 46.96 | 52.69 | 56.82 | 59.22 | 59.83 | 58.61 |
| SO YBADJ | IM1GI038 | 56.98 | 53.86 | 49.10 | 42.85 | 35.30 | 26.67 |
| SO YBADJ | IM1GI038 | 14.86 | 1.34 | -12.22 | -22.11 | -31.43 | -39.80 |
| SO YBADJ | IM1GI038 | -46.96 | -52.69 | -56.82 | -59.22 | -59.83 | -58.61 |
| SO YBADJ | IM1GI038 | -56.98 | -53.86 | -49.10 | -42.85 | -35.30 | -26.67 |
| SO YBADJ | IM1GI038 | -14.86 | -1.34 | 12.22 | 22.11 | 31.43 | 39.80 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI039 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI039 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI039 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI039 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI039 | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI039 | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI039 | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI039 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI039 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI039 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI039 | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI039 | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI039 | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI039 | -81.80 | -101.12 | -117.36 | -134.79 | -150.64 | -161.91 |
| SO XBADJ | IM1GI039 | -174.53 | -189.14 | -198.00 | -200.84 | -197.59 | -188.32 |
| SO XBADJ | IM1GI039 | -173.34 | -153.09 | -128.19 | -119.34 | -125.48 | -127.80 |
| SO XBADJ | IM1GI039 | -126.24 | -120.85 | -111.78 | -99.31 | -83.83 | -65.81 |
| SO XBADJ | IM1GI039 | -58.64 | -56.79 | -53.20 | -48.00 | -41.34 | -33.42 |
| SO XBADJ | IM1GI039 | -24.49 | -14.82 | -4.69 | -11.65 | -36.38 | -60.00 |
| SO YBADJ | IM1GI039 | 76.42 | 78.12 | 77.45 | 74.42 | 69.14 | 61.75 |
| SO YBADJ | IM1GI039 | 53.85 | 44.55 | 33.90 | 22.22 | 9.86 | -2.79 |
| SO YBADJ | IM1GI039 | -17.74 | -33.40 | -48.05 | -57.94 | -66.18 | -72.40 |
| SO YBADJ | IM1GI039 | -76.42 | -78.12 | -77.45 | -74.42 | -69.14 | -61.75 |
| SO YBADJ | IM1GI039 | -53.85 | -44.55 | -33.90 | -22.22 | -9.86 | 2.79 |
| SO YBADJ | IM1GI039 | 17.74 | 33.40 | 48.05 | 57.94 | 66.18 | 72.40 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03A | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03A | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03A | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI03A | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03A | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03A | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI03A | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03A | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03A | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI03A | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03A | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03A | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI03A | -85.32 | -105.44 | -122.36 | -140.32 | -156.52 | -167.98 |
| SO XBADJ | IM1GI03A | -180.59 | -195.01 | -203.50 | -205.81 | -201.86 | -191.79 |
| SO XBADJ | IM1GI03A | -175.88 | -154.63 | -128.68 | -118.78 | -123.87 | -125.20 |
| SO XBADJ | IM1GI03A | -122.72 | -116.52 | -106.78 | -93.79 | -77.95 | -59.74 |
| SO XBADJ | IM1GI03A | -52.59 | -50.92 | -47.70 | -43.03 | -37.06 | -29.96 |
| SO XBADJ | IM1GI03A | -21.95 | -13.27 | -4.19 | -12.21 | -37.98 | -62.60 |
| SO YBADJ | IM1GI03A | 81.39 | 82.40 | 80.91 | 76.97 | 70.68 | 62.25 |
| SO YBADJ | IM1GI03A | 53.29 | 42.95 | 31.30 | 18.70 | 5.54 | -7.79 |
| SO YBADJ | IM1GI03A | -23.26 | -39.29 | -54.12 | -64.00 | -72.05 | -77.90 |
| SO YBADJ | IM1GI03A | -81.39 | -82.40 | -80.91 | -76.97 | -70.68 | -62.25 |
| SO YBADJ | IM1GI03A | -53.29 | -42.95 | -31.30 | -18.70 | -5.54 | 7.79 |
| SO YBADJ | IM1GI03A | 23.26 | 39.29 | 54.12 | 64.00 | 72.05 | 77.90 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03B | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03B | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03B | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI03B | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03B | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03B | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI03B | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03B | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03B | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI03B | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03B | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03B | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI03B | -88.72 | -109.64 | -127.23 | -145.70 | -162.27 | -173.90 |
| SO XBADJ | IM1GI03B | -186.52 | -200.76 | -208.90 | -210.69 | -206.08 | -195.21 |
| SO XBADJ | IM1GI03B | -178.41 | -156.19 | -129.22 | -118.28 | -122.35 | -122.70 |
| SO XBADJ | IM1GI03B | -119.33 | -112.32 | -101.91 | -88.40 | -72.21 | -53.82 |
| SO XBADJ | IM1GI03B | -46.66 | -45.17 | -42.30 | -38.15 | -32.84 | -26.53 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO XBADJ | IM1GI03B | -19.42 | -11.72 | -3.66 | -12.71 | -39.51 | -65.10 |
| SO YBADJ | IM1GI03B | 86.27 | 86.62 | 84.34 | 79.50 | 72.24 | 62.78 |
| SO YBADJ | IM1GI03B | 52.78 | 41.42 | 28.80 | 15.30 | 1.34 | -12.66 |
| SO YBADJ | IM1GI03B | -28.65 | -45.03 | -60.04 | -69.93 | -77.80 | -83.30 |
| SO YBADJ | IM1GI03B | -86.27 | -86.62 | -84.34 | -79.50 | -72.24 | -62.78 |
| SO YBADJ | IM1GI03B | -52.78 | -41.42 | -28.80 | -15.30 | -1.34 | 12.66 |
| SO YBADJ | IM1GI03B | 28.65 | 45.03 | 60.04 | 69.93 | 77.80 | 83.30 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03C | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03C | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03C | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDWID | IM1GI03C | 248.84 | 238.92 | 221.75 | 197.83 | 167.90 | 132.87 |
| SO BUILDWID | IM1GI03C | 130.99 | 161.85 | 187.80 | 208.04 | 221.96 | 229.14 |
| SO BUILDWID | IM1GI03C | 234.10 | 234.47 | 227.72 | 233.18 | 245.93 | 251.20 |
| SO BUILDLEN | IM1GI03C | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03C | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03C | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO BUILDLEN | IM1GI03C | 208.04 | 221.96 | 229.14 | 234.10 | 234.47 | 227.72 |
| SO BUILDLEN | IM1GI03C | 233.18 | 245.93 | 251.20 | 248.84 | 238.92 | 221.75 |
| SO BUILDLEN | IM1GI03C | 197.83 | 167.90 | 132.87 | 130.99 | 161.85 | 187.80 |
| SO XBADJ | IM1GI03C | -92.12 | -113.83 | -132.09 | -151.09 | -168.01 | -179.83 |
| SO XBADJ | IM1GI03C | -192.45 | -206.51 | -214.30 | -215.58 | -210.30 | -198.64 |
| SO XBADJ | IM1GI03C | -180.94 | -157.74 | -129.75 | -117.77 | -120.82 | -120.20 |
| SO XBADJ | IM1GI03C | -115.93 | -108.13 | -97.05 | -83.02 | -66.46 | -47.89 |
| SO XBADJ | IM1GI03C | -40.73 | -39.41 | -36.90 | -33.27 | -28.62 | -23.11 |
| SO XBADJ | IM1GI03C | -16.89 | -10.16 | -3.12 | -13.21 | -41.03 | -67.60 |
| SO YBADJ | IM1GI03C | 91.16 | 90.84 | 87.77 | 82.03 | 73.79 | 63.32 |
| SO YBADJ | IM1GI03C | 52.28 | 39.90 | 26.30 | 11.90 | -2.85 | -17.52 |
| SO YBADJ | IM1GI03C | -34.04 | -50.78 | -65.97 | -75.86 | -83.55 | -88.70 |
| SO YBADJ | IM1GI03C | -91.16 | -90.84 | -87.77 | -82.03 | -73.79 | -63.32 |
| SO YBADJ | IM1GI03C | -52.28 | -39.90 | -26.30 | -11.90 | 2.85 | 17.52 |
| SO YBADJ | IM1GI03C | 34.04 | 50.78 | 65.97 | 75.86 | 83.55 | 88.70 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03D | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03D | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03D | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03D | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03D | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03D | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03D | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03D | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03D | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03D | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03D | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03D | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03D | -26.23 | -33.56 | -39.88 | -44.98 | -48.71 | -50.97 |
| SO XBADJ | IM1GI03D | -59.11 | -67.53 | -73.90 | -78.02 | -79.77 | -79.10 |
| SO XBADJ | IM1GI03D | -76.02 | -70.64 | -63.10 | -66.29 | -72.19 | -75.90 |
| SO XBADJ | IM1GI03D | -77.30 | -76.35 | -73.08 | -67.59 | -60.05 | -50.68 |
| SO XBADJ | IM1GI03D | -45.51 | -42.70 | -38.60 | -33.33 | -27.04 | -22.44 |
| SO XBADJ | IM1GI03D | -19.23 | -15.43 | -11.17 | -8.41 | -9.42 | -18.10 |
| SO YBADJ | IM1GI03D | 22.35 | 26.37 | 28.33 | 28.40 | 27.60 | 25.97 |
| SO YBADJ | IM1GI03D | 28.94 | 31.39 | 28.90 | 25.53 | 21.39 | 16.60 |
| SO YBADJ | IM1GI03D | 11.31 | 5.67 | -0.14 | -6.80 | -12.42 | -17.65 |
| SO YBADJ | IM1GI03D | -22.35 | -26.37 | -28.33 | -28.40 | -27.60 | -25.97 |
| SO YBADJ | IM1GI03D | -28.94 | -31.39 | -28.90 | -25.53 | -21.39 | -16.60 |
| SO YBADJ | IM1GI03D | -11.31 | -5.67 | 0.14 | 6.80 | 12.42 | 17.65 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03E | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03E | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03E | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03E | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03E | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03E | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03E | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03E | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03E | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03E | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03E | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03E | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03E | 0.16 | -1.38 | -2.88 | -4.29 | -5.57 | -6.68 |
| SO XBADJ | IM1GI03E | -15.04 | -25.00 | -34.20 | -42.36 | -49.24 | -54.62 |
| SO XBADJ | IM1GI03E | -58.34 | -60.29 | -60.40 | -71.32 | -84.80 | -95.70 |
| SO XBADJ | IM1GI03E | -103.69 | -108.53 | -110.08 | -108.28 | -103.19 | -94.96 |
| SO XBADJ | IM1GI03E | -89.58 | -85.24 | -78.30 | -68.98 | -57.57 | -46.92 |
| SO XBADJ | IM1GI03E | -36.91 | -25.78 | -13.87 | -3.38 | 3.18 | 1.70 |
| SO YBADJ | IM1GI03E | -13.31 | -4.17 | 3.85 | 10.71 | 17.25 | 23.27 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI03E | 33.97 | 43.99 | 48.70 | 51.93 | 53.58 | 53.60 |
| SO YBADJ | IM1GI03E | 51.99 | 48.81 | 44.14 | 37.27 | 30.12 | 22.05 |
| SO YBADJ | IM1GI03E | 13.31 | 4.17 | -3.85 | -10.71 | -17.25 | -23.27 |
| SO YBADJ | IM1GI03E | -33.97 | -43.99 | -48.70 | -51.93 | -53.58 | -53.60 |
| SO YBADJ | IM1GI03E | -51.99 | -48.81 | -44.14 | -37.27 | -30.12 | -22.05 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03F | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03F | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03F | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03F | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03F | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03F | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03F | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03F | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03F | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03F | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03F | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03F | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03F | -2.78 | -4.98 | -7.03 | -8.87 | -10.43 | -11.68 |
| SO XBADJ | IM1GI03F | -20.02 | -29.81 | -38.70 | -46.41 | -52.71 | -57.42 |
| SO XBADJ | IM1GI03F | -60.37 | -61.49 | -60.75 | -70.79 | -83.41 | -93.50 |
| SO XBADJ | IM1GI03F | -100.74 | -104.93 | -105.92 | -103.70 | -98.33 | -89.96 |
| SO XBADJ | IM1GI03F | -84.60 | -80.42 | -73.80 | -64.93 | -54.10 | -44.12 |
| SO XBADJ | IM1GI03F | -34.88 | -24.57 | -13.52 | -3.91 | 1.80 | -0.50 |
| SO YBADJ | IM1GI03F | -9.26 | -0.69 | 6.65 | 12.75 | 18.46 | 23.61 |
| SO YBADJ | IM1GI03F | 33.44 | 42.61 | 46.50 | 48.98 | 49.97 | 49.45 |
| SO YBADJ | IM1GI03F | 47.42 | 43.95 | 39.14 | 32.29 | 25.31 | 17.55 |
| SO YBADJ | IM1GI03F | 9.26 | 0.69 | -6.65 | -12.75 | -18.46 | -23.61 |
| SO YBADJ | IM1GI03F | -33.44 | -42.61 | -46.50 | -48.98 | -49.97 | -49.45 |
| SO YBADJ | IM1GI03F | -47.42 | -43.95 | -39.14 | -32.29 | -25.31 | -17.55 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03G | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03G | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03G | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03G | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03G | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03G | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03G | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03G | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03G | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03G | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03G | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03G | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03G | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03G | -6.09 | -9.20 | -12.02 | -14.49 | -16.51 | -18.03 |
| SO XBADJ | IM1GI03G | -26.44 | -36.12 | -44.70 | -51.92 | -57.57 | -61.46 |
| SO XBADJ | IM1GI03G | -63.49 | -63.59 | -61.75 | -70.69 | -82.19 | -91.20 |
| SO XBADJ | IM1GI03G | -97.44 | -100.71 | -100.93 | -98.08 | -92.25 | -83.62 |
| SO XBADJ | IM1GI03G | -78.18 | -74.12 | -67.80 | -59.42 | -49.24 | -40.08 |
| SO XBADJ | IM1GI03G | -31.76 | -22.48 | -12.52 | -4.02 | 0.58 | -2.80 |
| SO YBADJ | IM1GI03G | -3.75 | 4.16 | 10.69 | 15.86 | 20.55 | 24.62 |
| SO YBADJ | IM1GI03G | 33.33 | 41.38 | 44.20 | 45.67 | 45.76 | 44.45 |
| SO YBADJ | IM1GI03G | 41.80 | 37.87 | 32.80 | 25.87 | 19.00 | 11.55 |
| SO YBADJ | IM1GI03G | 3.75 | -4.16 | -10.69 | -15.86 | -20.55 | -24.62 |
| SO YBADJ | IM1GI03G | -33.33 | -41.38 | -44.20 | -45.67 | -45.76 | -44.45 |
| SO YBADJ | IM1GI03G | -41.80 | -37.87 | -32.80 | -25.87 | -19.00 | -11.55 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03H | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03H | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03H | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03H | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03H | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03H | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03H | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03H | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03H | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03H | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03H | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03H | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03H | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03H | -23.21 | -29.82 | -35.52 | -40.14 | -43.54 | -45.62 |
| SO XBADJ | IM1GI03H | -53.76 | -62.33 | -69.00 | -73.58 | -75.92 | -75.96 |
| SO XBADJ | IM1GI03H | -73.68 | -69.17 | -62.56 | -66.69 | -73.51 | -78.10 |
| SO XBADJ | IM1GI03H | -80.32 | -80.09 | -77.44 | -72.43 | -65.22 | -56.02 |
| SO XBADJ | IM1GI03H | -50.86 | -47.91 | -43.50 | -37.77 | -30.89 | -25.58 |
| SO XBADJ | IM1GI03H | -21.57 | -16.89 | -11.71 | -8.02 | -8.10 | -15.90 |
| SO YBADJ | IM1GI03H | 17.90 | 22.52 | 25.19 | 26.06 | 26.14 | 25.42 |
| SO YBADJ | IM1GI03H | 29.33 | 32.70 | 31.10 | 28.55 | 25.14 | 20.96 |
| SO YBADJ | IM1GI03H | 16.14 | 10.84 | 5.20 | -1.45 | -7.21 | -12.75 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI03H | -17.90 | -22.52 | -25.19 | -26.06 | -26.14 | -25.42 |
| SO YBADJ | IM1GI03H | -29.33 | -32.70 | -31.10 | -28.55 | -25.14 | -20.96 |
| SO YBADJ | IM1GI03H | -16.14 | -10.84 | -5.20 | 1.45 | 7.21 | 12.75 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03I | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03I | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03I | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03I | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03I | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03I | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03I | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03I | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03I | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03I | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03I | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03I | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03I | -20.19 | -26.08 | -31.16 | -35.31 | -38.38 | -40.28 |
| SO XBADJ | IM1GI03I | -48.40 | -57.12 | -64.10 | -69.13 | -72.07 | -72.81 |
| SO XBADJ | IM1GI03I | -71.34 | -67.71 | -62.01 | -67.08 | -74.83 | -80.30 |
| SO XBADJ | IM1GI03I | -83.33 | -83.84 | -81.79 | -77.26 | -70.38 | -61.37 |
| SO XBADJ | IM1GI03I | -56.22 | -53.12 | -48.40 | -42.21 | -34.74 | -28.73 |
| SO XBADJ | IM1GI03I | -23.91 | -18.36 | -12.25 | -7.63 | -6.79 | -13.70 |
| SO YBADJ | IM1GI03I | 13.46 | 18.66 | 22.04 | 23.72 | 24.67 | 24.88 |
| SO YBADJ | IM1GI03I | 29.73 | 34.02 | 33.30 | 31.57 | 28.88 | 25.31 |
| SO YBADJ | IM1GI03I | 20.98 | 16.00 | 10.54 | 3.91 | -2.00 | -7.85 |
| SO YBADJ | IM1GI03I | -13.46 | -18.66 | -22.04 | -23.72 | -24.67 | -24.88 |
| SO YBADJ | IM1GI03I | -29.73 | -34.02 | -33.30 | -31.57 | -28.88 | -25.31 |
| SO YBADJ | IM1GI03I | -20.98 | -16.00 | -10.54 | -3.91 | 2.00 | 7.85 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03J | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03J | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03J | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03J | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03J | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03J | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03J | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03J | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03J | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03J | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03J | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03J | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03J | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03J | -16.53 | -21.85 | -26.52 | -30.37 | -33.31 | -35.23 |
| SO XBADJ | IM1GI03J | -43.52 | -52.56 | -60.00 | -65.62 | -69.24 | -70.76 |
| SO XBADJ | IM1GI03J | -70.13 | -67.37 | -62.56 | -68.49 | -77.07 | -83.30 |
| SO XBADJ | IM1GI03J | -87.00 | -88.06 | -86.44 | -82.20 | -75.45 | -66.42 |
| SO XBADJ | IM1GI03J | -61.10 | -57.68 | -52.50 | -45.73 | -37.57 | -30.78 |
| SO XBADJ | IM1GI03J | -25.12 | -18.70 | -11.71 | -6.21 | -4.55 | -10.70 |
| SO YBADJ | IM1GI03J | 9.94 | 15.84 | 19.99 | 22.51 | 24.34 | 25.43 |
| SO YBADJ | IM1GI03J | 31.14 | 36.26 | 36.30 | 35.24 | 33.10 | 29.96 |
| SO YBADJ | IM1GI03J | 25.91 | 21.07 | 15.60 | 8.79 | 2.56 | -3.75 |
| SO YBADJ | IM1GI03J | -9.94 | -15.84 | -19.99 | -22.51 | -24.34 | -25.43 |
| SO YBADJ | IM1GI03J | -31.14 | -36.26 | -36.30 | -35.24 | -33.10 | -29.96 |
| SO YBADJ | IM1GI03J | -25.91 | -21.07 | -15.60 | -8.79 | -2.56 | 3.75 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03K | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03K | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03K | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03K | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03K | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03K | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03K | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03K | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03K | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03K | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03K | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03K | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03K | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03K | -13.41 | -18.02 | -22.07 | -25.46 | -28.07 | -29.83 |
| SO XBADJ | IM1GI03K | -38.13 | -47.33 | -55.10 | -61.19 | -65.42 | -67.67 |
| SO XBADJ | IM1GI03K | -67.86 | -65.98 | -62.10 | -68.98 | -78.48 | -85.60 |
| SO XBADJ | IM1GI03K | -90.12 | -91.90 | -90.88 | -87.11 | -80.69 | -71.81 |
| SO XBADJ | IM1GI03K | -66.49 | -62.90 | -57.40 | -50.16 | -41.39 | -33.87 |
| SO XBADJ | IM1GI03K | -27.39 | -20.08 | -12.16 | -5.73 | -3.13 | -8.40 |
| SO YBADJ | IM1GI03K | 5.52 | 12.02 | 16.90 | 20.23 | 22.95 | 24.97 |
| SO YBADJ | IM1GI03K | 31.63 | 37.67 | 38.60 | 38.35 | 36.94 | 34.40 |
| SO YBADJ | IM1GI03K | 30.82 | 26.31 | 20.99 | 14.18 | 7.78 | 1.15 |
| SO YBADJ | IM1GI03K | -5.52 | -12.02 | -16.90 | -20.23 | -22.95 | -24.97 |
| SO YBADJ | IM1GI03K | -31.63 | -37.67 | -38.60 | -38.35 | -36.94 | -34.40 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO YBADJ | IM1GI03K | -30.82 | -26.31 | -20.99 | -14.18 | -7.78 | -1.15 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03L | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03L | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03L | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03L | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03L | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03L | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03L | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03L | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03L | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03L | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03L | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03L | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03L | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03L | -9.55 | -13.42 | -16.88 | -19.82 | -22.16 | -23.83 |
| SO XBADJ | IM1GI03L | -32.22 | -41.69 | -49.90 | -56.59 | -61.56 | -64.66 |
| SO XBADJ | IM1GI03L | -65.80 | -64.94 | -62.10 | -70.02 | -80.53 | -88.60 |
| SO XBADJ | IM1GI03L | -93.97 | -96.49 | -96.08 | -92.75 | -86.60 | -77.82 |
| SO XBADJ | IM1GI03L | -72.40 | -68.54 | -62.60 | -54.76 | -45.25 | -36.87 |
| SO XBADJ | IM1GI03L | -29.45 | -21.13 | -12.17 | -4.68 | -1.08 | -5.40 |
| SO YBADJ | IM1GI03L | 0.92 | 8.16 | 13.90 | 18.18 | 21.90 | 24.97 |
| SO YBADJ | IM1GI03L | 32.67 | 39.73 | 41.60 | 42.21 | 41.54 | 39.60 |
| SO YBADJ | IM1GI03L | 36.46 | 32.22 | 26.99 | 20.09 | 13.43 | 6.35 |
| SO YBADJ | IM1GI03L | -0.92 | -8.16 | -13.90 | -18.18 | -21.90 | -24.97 |
| SO YBADJ | IM1GI03L | -32.67 | -39.73 | -41.60 | -42.21 | -41.54 | -39.60 |
| SO YBADJ | IM1GI03L | -36.46 | -32.22 | -26.99 | -20.09 | -13.43 | -6.35 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03M | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03M | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03M | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03M | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDWID | IM1GI03M | 111.35 | 106.81 | 101.54 | 95.25 | 86.07 | 74.27 |
| SO BUILDWID | IM1GI03M | 74.71 | 81.61 | 94.00 | 103.53 | 109.91 | 112.96 |
| SO BUILDWID | IM1GI03M | 112.57 | 108.76 | 101.65 | 104.62 | 110.24 | 112.50 |
| SO BUILDLEN | IM1GI03M | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03M | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03M | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO BUILDLEN | IM1GI03M | 103.53 | 109.91 | 112.96 | 112.57 | 108.76 | 101.65 |
| SO BUILDLEN | IM1GI03M | 104.62 | 110.24 | 112.50 | 111.35 | 106.81 | 101.54 |
| SO BUILDLEN | IM1GI03M | 95.25 | 86.07 | 74.27 | 74.71 | 81.61 | 94.00 |
| SO XBADJ | IM1GI03M | 3.44 | 2.88 | 2.23 | 1.51 | 0.74 | -0.04 |
| SO XBADJ | IM1GI03M | -8.27 | -18.31 | -27.80 | -36.44 | -43.98 | -50.18 |
| SO XBADJ | IM1GI03M | -54.85 | -57.86 | -59.11 | -71.20 | -85.85 | -97.90 |
| SO XBADJ | IM1GI03M | -106.97 | -112.79 | -115.18 | -114.08 | -109.50 | -101.60 |
| SO XBADJ | IM1GI03M | -96.35 | -91.92 | -84.70 | -74.90 | -62.83 | -51.36 |
| SO XBADJ | IM1GI03M | -40.40 | -28.21 | -15.16 | -3.50 | 4.24 | 3.90 |
| SO YBADJ | IM1GI03M | -19.23 | -9.43 | -0.59 | 7.22 | 14.82 | 21.97 |
| SO YBADJ | IM1GI03M | 33.85 | 45.05 | 50.90 | 55.21 | 57.83 | 58.71 |
| SO YBADJ | IM1GI03M | 57.79 | 55.12 | 50.78 | 44.04 | 36.80 | 28.45 |
| SO YBADJ | IM1GI03M | 19.23 | 9.43 | 0.59 | -7.22 | -14.82 | -21.97 |
| SO YBADJ | IM1GI03M | -33.85 | -45.05 | -50.90 | -55.21 | -57.83 | -58.71 |
| SO YBADJ | IM1GI03M | -57.79 | -55.12 | -50.78 | -44.04 | -36.80 | -28.45 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03N | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03N | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03N | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03N | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03N | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03N | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03N | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03N | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03N | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03N | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03N | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03N | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03N | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03N | -63.41 | -68.90 | -72.30 | -73.50 | -72.46 | -69.22 |
| SO XBADJ | IM1GI03N | -78.26 | -92.79 | -104.50 | -113.04 | -118.14 | -119.65 |
| SO XBADJ | IM1GI03N | -117.53 | -111.83 | -102.74 | -94.70 | -88.90 | -80.40 |
| SO XBADJ | IM1GI03N | -69.45 | -59.45 | -49.34 | -37.73 | -24.97 | -11.45 |
| SO XBADJ | IM1GI03N | -3.90 | 0.73 | -4.90 | -10.38 | -15.55 | -20.24 |
| SO XBADJ | IM1GI03N | -24.32 | -27.66 | -30.16 | -36.34 | -46.88 | -56.00 |
| SO YBADJ | IM1GI03N | 51.33 | 51.29 | 49.70 | 46.60 | 42.08 | 36.29 |
| SO YBADJ | IM1GI03N | 29.18 | 21.01 | 12.20 | 3.02 | -4.73 | -11.48 |
| SO YBADJ | IM1GI03N | -17.89 | -23.75 | -28.89 | -37.18 | -46.76 | -49.80 |
| SO YBADJ | IM1GI03N | -51.33 | -51.29 | -49.70 | -46.60 | -42.08 | -36.29 |
| SO YBADJ | IM1GI03N | -29.18 | -21.01 | -12.20 | -3.02 | 4.73 | 11.48 |
| SO YBADJ | IM1GI03N | 17.89 | 23.75 | 28.89 | 37.18 | 46.76 | 49.80 |
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03O | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03O | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03O | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03O | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03O | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03O | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03O | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03O | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03O | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03O | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03O | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03O | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03O | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03O | -70.42 | -76.10 | -79.46 | -80.42 | -78.92 | -75.03 |
| SO XBADJ | IM1GI03O | -83.24 | -96.79 | -107.40 | -114.75 | -118.61 | -118.86 |
| SO XBADJ | IM1GI03O | -115.51 | -108.64 | -98.47 | -89.49 | -82.91 | -73.80 |
| SO XBADJ | IM1GI03O | -62.45 | -52.25 | -42.17 | -30.81 | -18.50 | -5.64 |
| SO XBADJ | IM1GI03O | 1.08 | 4.73 | -2.00 | -8.67 | -15.08 | -21.03 |
| SO XBADJ | IM1GI03O | -26.34 | -30.85 | -34.43 | -41.55 | -52.88 | -62.60 |
| SO YBADJ | IM1GI03O | 53.04 | 51.76 | 48.91 | 44.58 | 38.89 | 32.02 |
| SO YBADJ | IM1GI03O | 23.97 | 15.01 | 5.60 | -3.98 | -11.92 | -18.65 |
| SO YBADJ | IM1GI03O | -24.81 | -30.21 | -34.70 | -42.16 | -50.76 | -52.70 |
| SO YBADJ | IM1GI03O | -53.04 | -51.76 | -48.91 | -44.58 | -38.89 | -32.02 |
| SO YBADJ | IM1GI03O | -23.97 | -15.01 | -5.60 | 3.98 | 11.92 | 18.65 |
| SO YBADJ | IM1GI03O | 24.81 | 30.21 | 34.70 | 42.16 | 50.76 | 52.70 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03P | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03P | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03P | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03P | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03P | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03P | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03P | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03P | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03P | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03P | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03P | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03P | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03P | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03P | -76.76 | -81.69 | -84.14 | -84.03 | -81.37 | -76.23 |
| SO XBADJ | IM1GI03P | -83.16 | -95.43 | -104.80 | -110.99 | -113.80 | -113.16 |
| SO XBADJ | IM1GI03P | -109.08 | -101.68 | -91.20 | -82.12 | -75.66 | -66.90 |
| SO XBADJ | IM1GI03P | -56.11 | -46.66 | -37.49 | -27.19 | -16.06 | -4.44 |
| SO XBADJ | IM1GI03P | 1.00 | 3.37 | -4.60 | -12.43 | -19.88 | -26.73 |
| SO XBADJ | IM1GI03P | -32.77 | -37.81 | -41.70 | -48.93 | -60.13 | -69.50 |
| SO YBADJ | IM1GI03P | 49.28 | 46.96 | 43.21 | 38.15 | 31.94 | 24.75 |
| SO YBADJ | IM1GI03P | 16.60 | 7.77 | -1.30 | -10.33 | -17.52 | -23.32 |
| SO YBADJ | IM1GI03P | -28.42 | -32.65 | -35.90 | -42.08 | -49.40 | -50.10 |
| SO YBADJ | IM1GI03P | -49.28 | -46.96 | -43.21 | -38.15 | -31.94 | -24.75 |
| SO YBADJ | IM1GI03P | -16.60 | -7.77 | 1.30 | 10.33 | 17.52 | 23.32 |
| SO YBADJ | IM1GI03P | 28.42 | 32.65 | 35.90 | 42.08 | 49.40 | 50.10 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Q | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03Q | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Q | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Q | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03Q | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Q | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Q | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03Q | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Q | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Q | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03Q | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Q | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Q | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03Q | -82.29 | -86.58 | -88.23 | -87.21 | -83.54 | -77.33 |
| SO XBADJ | IM1GI03Q | -83.14 | -94.30 | -102.60 | -107.78 | -109.68 | -108.25 |
| SO XBADJ | IM1GI03Q | -103.54 | -95.67 | -84.90 | -75.73 | -69.37 | -60.90 |
| SO XBADJ | IM1GI03Q | -50.58 | -41.77 | -33.40 | -24.01 | -13.89 | -3.35 |
| SO XBADJ | IM1GI03Q | 0.98 | 2.25 | -6.80 | -15.64 | -24.00 | -31.64 |
| SO XBADJ | IM1GI03Q | -38.31 | -43.82 | -48.00 | -55.32 | -66.42 | -75.50 |
| SO YBADJ | IM1GI03Q | 46.07 | 42.84 | 38.31 | 32.61 | 25.93 | 18.45 |
| SO YBADJ | IM1GI03Q | 10.21 | 1.48 | -7.30 | -15.85 | -22.40 | -27.42 |
| SO YBADJ | IM1GI03Q | -31.60 | -34.82 | -36.99 | -42.06 | -48.27 | -47.90 |
| SO YBADJ | IM1GI03Q | -46.07 | -42.84 | -38.31 | -32.61 | -25.93 | -18.45 |
| SO YBADJ | IM1GI03Q | -10.21 | -1.48 | 7.30 | 15.85 | 22.40 | 27.42 |
| SO YBADJ | IM1GI03Q | 31.60 | 34.82 | 36.99 | 42.06 | 48.27 | 47.90 |
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

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|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03R | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03R | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03R | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03R | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03R | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03R | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03R | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03R | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03R | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03R | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03R | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03R | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03R | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03R | -87.71 | -91.26 | -92.03 | -90.01 | -85.25 | -77.90 |
| SO XBADJ | IM1GI03R | -82.56 | -92.59 | -99.80 | -103.98 | -105.00 | -102.83 |
| SO XBADJ | IM1GI03R | -97.53 | -89.28 | -78.31 | -69.13 | -62.97 | -54.90 |
| SO XBADJ | IM1GI03R | -45.16 | -37.09 | -29.60 | -21.21 | -12.18 | -2.77 |
| SO XBADJ | IM1GI03R | 0.41 | 0.53 | -9.60 | -19.44 | -28.69 | -37.06 |
| SO XBADJ | IM1GI03R | -44.31 | -50.22 | -54.60 | -61.91 | -72.81 | -81.50 |
| SO YBADJ | IM1GI03R | 42.27 | 38.16 | 32.88 | 26.61 | 19.53 | 11.85 |
| SO YBADJ | IM1GI03R | 3.61 | -4.92 | -13.30 | -21.28 | -27.08 | -31.21 |
| SO YBADJ | IM1GI03R | -34.40 | -36.54 | -37.56 | -41.48 | -46.56 | -45.10 |
| SO YBADJ | IM1GI03R | -42.27 | -38.16 | -32.88 | -26.61 | -19.53 | -11.85 |
| SO YBADJ | IM1GI03R | -3.61 | 4.92 | 13.30 | 21.28 | 27.08 | 31.21 |
| SO YBADJ | IM1GI03R | 34.40 | 36.54 | 37.56 | 41.48 | 46.56 | 45.10 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03S | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03S | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03S | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03S | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03S | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03S | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03S | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03S | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03S | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03S | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03S | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03S | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03S | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03S | -89.72 | -91.52 | -90.54 | -86.80 | -80.43 | -71.61 |
| SO XBADJ | IM1GI03S | -75.00 | -83.97 | -90.40 | -94.08 | -94.90 | -92.84 |
| SO XBADJ | IM1GI03S | -87.96 | -80.40 | -70.40 | -62.44 | -57.70 | -51.20 |
| SO XBADJ | IM1GI03S | -43.15 | -36.83 | -31.10 | -24.42 | -17.00 | -9.06 |
| SO XBADJ | IM1GI03S | -7.16 | -8.08 | -19.00 | -29.34 | -38.79 | -47.05 |
| SO XBADJ | IM1GI03S | -53.89 | -59.09 | -62.50 | -68.60 | -78.09 | -85.20 |
| SO YBADJ | IM1GI03S | 32.37 | 28.06 | 22.89 | 17.03 | 10.65 | 3.95 |
| SO YBADJ | IM1GI03S | -3.08 | -10.20 | -17.00 | -23.29 | -27.34 | -29.72 |
| SO YBADJ | IM1GI03S | -31.19 | -31.71 | -31.27 | -33.92 | -37.94 | -35.70 |
| SO YBADJ | IM1GI03S | -32.37 | -28.06 | -22.89 | -17.03 | -10.65 | -3.95 |
| SO YBADJ | IM1GI03S | 3.08 | 10.20 | 17.00 | 23.29 | 27.34 | 29.72 |
| SO YBADJ | IM1GI03S | 31.19 | 31.71 | 31.27 | 33.92 | 37.94 | 35.70 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03T | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDWID | IM1GI03T | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03T | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03T | 111.22 | 97.43 | 80.68 | 82.16 | 0.00 | 109.40 |
| SO BUILDWID | IM1GI03T | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03T | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03T | 111.22 | 97.43 | 80.67 | 82.16 | 0.00 | 109.40 |
| SO BUILDLEN | IM1GI03T | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03T | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03T | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO BUILDLEN | IM1GI03T | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03T | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03T | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO XBADJ | IM1GI03T | -49.97 | -57.52 | -63.32 | -67.20 | -69.04 | -68.77 |
| SO XBADJ | IM1GI03T | -80.80 | -98.24 | -112.70 | -123.73 | -131.01 | -134.30 |
| SO XBADJ | IM1GI03T | -133.51 | -128.67 | -119.92 | -111.70 | 0.00 | -95.50 |
| SO XBADJ | IM1GI03T | -82.90 | -70.83 | -58.31 | -44.02 | -28.39 | -11.90 |
| SO XBADJ | IM1GI03T | -1.36 | 6.18 | 3.30 | 0.32 | -2.68 | -5.59 |
| SO XBADJ | IM1GI03T | -8.34 | -10.82 | -12.99 | -19.35 | 0.00 | -40.90 |
| SO YBADJ | IM1GI03T | 62.02 | 64.16 | 64.35 | 62.59 | 58.92 | 53.47 |
| SO YBADJ | IM1GI03T | 46.17 | 37.30 | 27.30 | 16.47 | 6.66 | -2.50 |
| SO YBADJ | IM1GI03T | -11.59 | -20.32 | -28.44 | -39.72 | 0.00 | -58.00 |
| SO YBADJ | IM1GI03T | -62.02 | -64.16 | -64.35 | -62.59 | -58.92 | -53.47 |
| SO YBADJ | IM1GI03T | -46.17 | -37.30 | -27.30 | -16.47 | -6.66 | 2.50 |
| SO YBADJ | IM1GI03T | 11.59 | 20.32 | 28.44 | 39.72 | 0.00 | 58.00 |
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDHGT | IM1GI03U | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03U | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03U | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03U | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03U | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03U | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03U | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03U | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03U | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03U | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03U | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03U | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03U | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03U | -54.82 | -61.67 | -66.65 | -69.60 | -70.44 | -69.14 |
| SO XBADJ | IM1GI03U | -80.11 | -96.52 | -110.00 | -120.14 | -126.62 | -129.26 |
| SO XBADJ | IM1GI03U | -127.97 | -122.80 | -113.89 | -105.70 | -99.41 | -90.10 |
| SO XBADJ | IM1GI03U | -78.05 | -66.68 | -54.99 | -41.62 | -26.99 | -11.54 |
| SO XBADJ | IM1GI03U | -2.05 | 4.46 | 0.60 | -3.28 | -7.06 | -10.63 |
| SO XBADJ | IM1GI03U | -13.87 | -16.70 | -19.01 | -25.35 | -36.38 | -46.30 |
| SO YBADJ | IM1GI03U | 58.43 | 59.78 | 59.32 | 57.05 | 53.05 | 47.44 |
| SO YBADJ | IM1GI03U | 40.18 | 31.52 | 21.90 | 11.62 | 2.51 | -5.83 |
| SO YBADJ | IM1GI03U | -13.99 | -21.72 | -28.80 | -39.03 | -50.49 | -55.30 |
| SO YBADJ | IM1GI03U | -58.43 | -59.78 | -59.32 | -57.05 | -53.05 | -47.44 |
| SO YBADJ | IM1GI03U | -40.18 | -31.52 | -21.90 | -11.62 | -2.51 | 5.83 |
| SO YBADJ | IM1GI03U | 13.99 | 21.72 | 28.80 | 39.03 | 50.49 | 55.30 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03V | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03V | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03V | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03V | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03V | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03V | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03V | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03V | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03V | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03V | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03V | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03V | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03V | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03V | -59.57 | -65.73 | -69.89 | -71.92 | -71.78 | -69.45 |
| SO XBADJ | IM1GI03V | -79.38 | -94.78 | -107.30 | -116.56 | -122.27 | -124.27 |
| SO XBADJ | IM1GI03V | -122.50 | -117.00 | -107.95 | -99.80 | -93.72 | -84.80 |
| SO XBADJ | IM1GI03V | -73.30 | -62.62 | -51.75 | -39.30 | -25.65 | -11.23 |
| SO XBADJ | IM1GI03V | -2.77 | 2.72 | -2.10 | -6.86 | -11.41 | -15.62 |
| SO XBADJ | IM1GI03V | -19.35 | -22.49 | -24.95 | -31.25 | -42.06 | -51.60 |
| SO YBADJ | IM1GI03V | 54.85 | 55.43 | 54.33 | 51.57 | 47.25 | 41.50 |
| SO YBADJ | IM1GI03V | 34.27 | 25.83 | 16.60 | 6.87 | -1.55 | -9.07 |
| SO YBADJ | IM1GI03V | -16.31 | -23.06 | -29.11 | -38.31 | -48.75 | -52.60 |
| SO YBADJ | IM1GI03V | -54.85 | -55.43 | -54.33 | -51.57 | -47.25 | -41.50 |
| SO YBADJ | IM1GI03V | -34.27 | -25.83 | -16.60 | -6.87 | 1.55 | 9.07 |
| SO YBADJ | IM1GI03V | 16.31 | 23.06 | 29.11 | 38.31 | 48.75 | 52.60 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03W | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03W | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03W | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03W | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03W | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03W | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03W | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03W | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03W | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03W | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03W | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03W | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03W | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03W | -69.17 | -73.93 | -76.45 | -76.65 | -74.52 | -70.12 |
| SO XBADJ | IM1GI03W | -77.97 | -91.32 | -101.90 | -109.38 | -113.54 | -114.25 |
| SO XBADJ | IM1GI03W | -111.48 | -105.33 | -95.98 | -87.90 | -82.25 | -74.10 |
| SO XBADJ | IM1GI03W | -63.70 | -54.42 | -45.18 | -34.57 | -22.91 | -10.55 |
| SO XBADJ | IM1GI03W | -4.19 | -0.74 | -7.50 | -14.04 | -20.15 | -25.65 |
| SO XBADJ | IM1GI03W | -30.36 | -34.16 | -36.92 | -43.15 | -53.54 | -62.30 |
| SO YBADJ | IM1GI03W | 47.67 | 46.70 | 44.30 | 40.56 | 35.59 | 29.53 |
| SO YBADJ | IM1GI03W | 22.37 | 14.35 | 5.90 | -2.73 | -9.76 | -15.64 |
| SO YBADJ | IM1GI03W | -21.04 | -25.80 | -29.78 | -36.89 | -45.29 | -47.20 |
| SO YBADJ | IM1GI03W | -47.67 | -46.70 | -44.30 | -40.56 | -35.59 | -29.53 |
| SO YBADJ | IM1GI03W | -22.37 | -14.35 | -5.90 | 2.73 | 9.76 | 15.64 |
| SO YBADJ | IM1GI03W | 21.04 | 25.80 | 29.78 | 36.89 | 45.29 | 47.20 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03X | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03X | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |

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|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI03X | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03X | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03X | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03X | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03X | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03X | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03X | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03X | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03X | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03X | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03X | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03X | -74.02 | -78.08 | -79.78 | -79.05 | -75.92 | -70.48 |
| SO XBADJ | IM1GI03X | -77.28 | -89.60 | -99.20 | -105.78 | -109.16 | -109.21 |
| SO XBADJ | IM1GI03X | -105.95 | -99.46 | -89.96 | -81.90 | -76.46 | -68.70 |
| SO XBADJ | IM1GI03X | -58.85 | -50.27 | -41.85 | -32.17 | -21.51 | -10.19 |
| SO XBADJ | IM1GI03X | -4.88 | -2.46 | -10.20 | -17.63 | -24.53 | -30.68 |
| SO XBADJ | IM1GI03X | -35.90 | -40.03 | -42.95 | -49.15 | -59.33 | -67.70 |
| SO YBADJ | IM1GI03X | 44.08 | 42.31 | 39.26 | 35.02 | 29.71 | 23.51 |
| SO YBADJ | IM1GI03X | 16.37 | 8.57 | 0.50 | -7.58 | -13.91 | -18.96 |
| SO YBADJ | IM1GI03X | -23.44 | -27.21 | -30.15 | -36.20 | -43.57 | -44.50 |
| SO YBADJ | IM1GI03X | -44.08 | -42.31 | -39.26 | -35.02 | -29.71 | -23.51 |
| SO YBADJ | IM1GI03X | -16.37 | -8.57 | -0.50 | 7.58 | 13.91 | 18.96 |
| SO YBADJ | IM1GI03X | 23.44 | 27.21 | 30.15 | 36.20 | 43.57 | 44.50 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Y | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03Y | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Y | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Y | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03Y | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Y | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Y | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03Y | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Y | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Y | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03Y | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Y | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Y | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03Y | -78.87 | -82.24 | -83.11 | -81.45 | -77.32 | -70.84 |
| SO XBADJ | IM1GI03Y | -76.59 | -87.88 | -96.50 | -102.19 | -104.77 | -104.17 |
| SO XBADJ | IM1GI03Y | -100.41 | -93.59 | -83.93 | -75.90 | -70.67 | -63.30 |
| SO XBADJ | IM1GI03Y | -54.00 | -46.12 | -38.53 | -29.77 | -20.10 | -9.83 |
| SO XBADJ | IM1GI03Y | -5.57 | -4.18 | -12.90 | -21.23 | -28.92 | -35.72 |
| SO XBADJ | IM1GI03Y | -41.44 | -45.90 | -48.97 | -55.15 | -65.11 | -73.10 |
| SO YBADJ | IM1GI03Y | 40.48 | 37.93 | 34.22 | 29.48 | 23.84 | 17.48 |
| SO YBADJ | IM1GI03Y | 10.38 | 2.78 | -4.90 | -12.43 | -18.06 | -22.29 |
| SO YBADJ | IM1GI03Y | -25.84 | -28.61 | -30.51 | -35.51 | -41.85 | -41.80 |
| SO YBADJ | IM1GI03Y | -40.48 | -37.93 | -34.22 | -29.48 | -23.84 | -17.48 |
| SO YBADJ | IM1GI03Y | -10.38 | -2.78 | 4.90 | 12.43 | 18.06 | 22.29 |
| SO YBADJ | IM1GI03Y | 25.84 | 28.61 | 30.51 | 35.51 | 41.85 | 41.80 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI03Z | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI03Z | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Z | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Z | 111.22 | 97.43 | 80.68 | 82.16 | 92.06 | 109.40 |
| SO BUILDWID | IM1GI03Z | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI03Z | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI03Z | 111.22 | 97.43 | 80.67 | 82.16 | 92.06 | 109.40 |
| SO BUILDLEN | IM1GI03Z | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Z | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Z | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO BUILDLEN | IM1GI03Z | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI03Z | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI03Z | 141.85 | 139.49 | 132.90 | 131.05 | 135.79 | 136.40 |
| SO XBADJ | IM1GI03Z | -83.62 | -86.29 | -86.35 | -83.78 | -78.66 | -71.16 |
| SO XBADJ | IM1GI03Z | -75.86 | -86.14 | -93.80 | -98.61 | -100.42 | -99.18 |
| SO XBADJ | IM1GI03Z | -94.93 | -87.79 | -77.99 | -70.00 | -64.99 | -58.00 |
| SO XBADJ | IM1GI03Z | -49.25 | -42.06 | -35.29 | -27.44 | -18.77 | -9.52 |
| SO XBADJ | IM1GI03Z | -6.29 | -5.92 | -15.60 | -24.81 | -33.27 | -40.71 |
| SO XBADJ | IM1GI03Z | -46.92 | -51.70 | -54.91 | -61.05 | -70.80 | -78.40 |
| SO YBADJ | IM1GI03Z | 36.90 | 33.58 | 29.24 | 24.01 | 18.05 | 11.54 |
| SO YBADJ | IM1GI03Z | 4.47 | -2.91 | -10.20 | -17.18 | -22.12 | -25.53 |
| SO YBADJ | IM1GI03Z | -28.17 | -29.95 | -30.82 | -34.79 | -40.11 | -39.10 |
| SO YBADJ | IM1GI03Z | -36.90 | -33.58 | -29.24 | -24.01 | -18.05 | -11.54 |
| SO YBADJ | IM1GI03Z | -4.47 | 2.91 | 10.20 | 17.18 | 22.12 | 25.53 |
| SO YBADJ | IM1GI03Z | 28.17 | 29.95 | 30.82 | 34.79 | 40.11 | 39.10 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI040 | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDWID | IM1GI040 | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI040 | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI040 | 111.22 | 97.43 | 80.68 | 82.16 | 0.00 | 109.40 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI040 | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI040 | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI040 | 111.22 | 97.43 | 80.67 | 82.16 | 0.00 | 109.40 |
| SO BUILDLEN | IM1GI040 | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI040 | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI040 | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO BUILDLEN | IM1GI040 | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI040 | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI040 | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO XBADJ | IM1GI040 | -58.18 | -65.50 | -70.82 | -73.99 | -74.92 | -73.57 |
| SO XBADJ | IM1GI040 | -84.36 | -100.45 | -113.50 | -123.10 | -128.95 | -130.89 |
| SO XBADJ | IM1GI040 | -128.86 | -122.90 | -113.21 | -104.27 | 0.00 | -87.30 |
| SO XBADJ | IM1GI040 | -74.69 | -62.85 | -50.81 | -37.23 | -22.51 | -7.11 |
| SO XBADJ | IM1GI040 | 2.20 | 8.40 | 4.10 | -0.32 | -4.73 | -9.00 |
| SO XBADJ | IM1GI040 | -12.99 | -16.59 | -19.69 | -26.78 | 0.00 | -49.10 |
| SO YBADJ | IM1GI040 | 61.39 | 62.11 | 60.95 | 57.93 | 53.16 | 46.76 |
| SO YBADJ | IM1GI040 | 38.74 | 29.37 | 19.10 | 8.25 | -1.32 | -10.01 |
| SO YBADJ | IM1GI040 | -18.38 | -26.21 | -33.23 | -43.28 | 0.00 | -58.80 |
| SO YBADJ | IM1GI040 | -61.39 | -62.11 | -60.95 | -57.93 | -53.16 | -46.76 |
| SO YBADJ | IM1GI040 | -38.74 | -29.37 | -19.10 | -8.25 | 1.32 | 10.01 |
| SO YBADJ | IM1GI040 | 18.38 | 26.21 | 33.23 | 43.28 | 0.00 | 58.80 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI041 | 12.00 | 12.00 | 12.00 | 12.00 | 0.00 | 12.00 |
| SO BUILDWID | IM1GI041 | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI041 | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI041 | 111.22 | 97.43 | 80.68 | 82.16 | 0.00 | 109.40 |
| SO BUILDWID | IM1GI041 | 123.42 | 133.69 | 139.89 | 141.85 | 139.49 | 132.90 |
| SO BUILDWID | IM1GI041 | 131.05 | 135.79 | 136.40 | 132.87 | 128.35 | 121.63 |
| SO BUILDWID | IM1GI041 | 111.22 | 97.43 | 80.67 | 82.16 | 0.00 | 109.40 |
| SO BUILDLEN | IM1GI041 | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI041 | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI041 | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO BUILDLEN | IM1GI041 | 132.87 | 128.35 | 121.63 | 111.22 | 97.43 | 80.68 |
| SO BUILDLEN | IM1GI041 | 82.16 | 92.06 | 109.40 | 123.42 | 133.69 | 139.89 |
| SO BUILDLEN | IM1GI041 | 141.85 | 139.49 | 132.90 | 131.05 | 0.00 | 136.40 |
| SO XBADJ | IM1GI041 | -62.93 | -69.55 | -74.06 | -76.32 | -76.26 | -73.88 |
| SO XBADJ | IM1GI041 | -83.63 | -98.72 | -110.80 | -119.52 | -124.60 | -125.91 |
| SO XBADJ | IM1GI041 | -123.38 | -117.11 | -107.27 | -98.36 | 0.00 | -82.00 |
| SO XBADJ | IM1GI041 | -69.94 | -58.80 | -47.57 | -34.90 | -21.17 | -6.80 |
| SO XBADJ | IM1GI041 | 1.47 | 6.66 | 1.40 | -3.90 | -9.08 | -13.99 |
| SO XBADJ | IM1GI041 | -18.47 | -22.39 | -25.63 | -32.68 | 0.00 | -54.40 |
| SO YBADJ | IM1GI041 | 57.81 | 57.76 | 55.96 | 52.46 | 47.36 | 40.82 |
| SO YBADJ | IM1GI041 | 32.84 | 23.68 | 13.80 | 3.50 | -5.38 | -13.25 |
| SO YBADJ | IM1GI041 | -20.71 | -27.54 | -33.54 | -42.55 | 0.00 | -56.10 |
| SO YBADJ | IM1GI041 | -57.81 | -57.76 | -55.96 | -52.46 | -47.36 | -40.82 |
| SO YBADJ | IM1GI041 | -32.84 | -23.68 | -13.80 | -3.50 | 5.38 | 13.25 |
| SO YBADJ | IM1GI041 | 20.71 | 27.54 | 33.54 | 42.55 | 0.00 | 56.10 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI045 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI045 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI045 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI045 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI045 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI045 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI045 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI045 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI045 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI045 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI045 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI045 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI045 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI045 | -56.22 | -63.73 | -69.30 | -72.77 | -74.03 | -73.04 |
| SO XBADJ | IM1GI045 | -69.83 | -64.49 | -59.30 | -59.30 | -57.50 | -53.96 |
| SO XBADJ | IM1GI045 | -48.77 | -42.10 | -34.15 | -25.17 | -15.42 | -5.20 |
| SO XBADJ | IM1GI045 | -4.44 | -3.55 | -2.55 | -1.48 | -0.35 | 0.78 |
| SO XBADJ | IM1GI045 | 1.89 | 2.94 | 1.20 | -6.89 | -14.78 | -22.21 |
| SO XBADJ | IM1GI045 | -28.97 | -34.85 | -39.67 | -43.29 | -45.59 | -47.00 |
| SO YBADJ | IM1GI045 | 26.20 | 21.36 | 15.87 | 9.90 | 3.63 | -2.76 |
| SO YBADJ | IM1GI045 | -9.06 | -15.08 | -20.90 | -25.89 | -30.09 | -33.37 |
| SO YBADJ | IM1GI045 | -35.65 | -36.84 | -36.91 | -35.86 | -33.72 | -30.25 |
| SO YBADJ | IM1GI045 | -26.20 | -21.36 | -15.87 | -9.90 | -3.63 | 2.76 |
| SO YBADJ | IM1GI045 | 9.06 | 15.08 | 20.90 | 25.89 | 30.09 | 33.37 |
| SO YBADJ | IM1GI045 | 35.65 | 36.84 | 36.91 | 35.86 | 33.72 | 30.25 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI046 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI046 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI046 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI046 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI046 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI046 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDWID | IM1GI046 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI046 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI046 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI046 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI046 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI046 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI046 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI046 | -51.54 | -59.32 | -65.30 | -69.29 | -71.17 | -70.90 |
| SO XBADJ | IM1GI046 | -68.47 | -63.95 | -59.60 | -60.43 | -59.43 | -56.62 |
| SO XBADJ | IM1GI046 | -52.08 | -45.97 | -38.46 | -29.78 | -20.20 | -10.00 |
| SO XBADJ | IM1GI046 | -9.12 | -7.96 | -6.56 | -4.96 | -3.21 | -1.36 |
| SO XBADJ | IM1GI046 | 0.53 | 2.40 | 1.50 | -5.76 | -12.85 | -19.55 |
| SO XBADJ | IM1GI046 | -25.66 | -30.98 | -35.36 | -38.67 | -40.81 | -42.20 |
| SO YBADJ | IM1GI046 | 27.33 | 23.29 | 18.53 | 13.21 | 7.50 | 1.55 |
| SO YBADJ | IM1GI046 | -4.45 | -10.30 | -16.10 | -21.21 | -25.68 | -29.37 |
| SO YBADJ | IM1GI046 | -32.16 | -33.98 | -34.77 | -34.50 | -33.18 | -30.55 |
| SO YBADJ | IM1GI046 | -27.33 | -23.29 | -18.53 | -13.21 | -7.50 | -1.55 |
| SO YBADJ | IM1GI046 | 4.45 | 10.30 | 16.10 | 21.21 | 25.68 | 29.37 |
| SO YBADJ | IM1GI046 | 32.16 | 33.98 | 34.77 | 34.50 | 33.18 | 30.55 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI048 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI048 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI048 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI048 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI048 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI048 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI048 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI048 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI048 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI048 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI048 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI048 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI048 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI048 | -46.57 | -54.52 | -60.82 | -65.26 | -67.73 | -68.14 |
| SO XBADJ | IM1GI048 | -66.47 | -62.79 | -59.30 | -61.00 | -60.85 | -58.86 |
| SO XBADJ | IM1GI048 | -55.07 | -49.61 | -42.64 | -34.38 | -25.07 | -15.00 |
| SO XBADJ | IM1GI048 | -14.09 | -12.76 | -11.04 | -8.98 | -6.65 | -4.12 |
| SO XBADJ | IM1GI048 | -1.47 | 1.24 | 1.20 | -5.19 | -11.42 | -17.31 |
| SO XBADJ | IM1GI048 | -22.67 | -27.34 | -31.18 | -34.08 | -35.93 | -37.20 |
| SO YBADJ | IM1GI048 | 27.91 | 24.71 | 20.77 | 16.20 | 11.13 | 5.73 |
| SO YBADJ | IM1GI048 | 0.15 | -5.43 | -11.10 | -16.24 | -20.88 | -24.89 |
| SO YBADJ | IM1GI048 | -28.14 | -30.54 | -32.01 | -32.50 | -32.01 | -30.25 |
| SO YBADJ | IM1GI048 | -27.91 | -24.71 | -20.77 | -16.20 | -11.13 | -5.73 |
| SO YBADJ | IM1GI048 | -0.15 | 5.43 | 11.10 | 16.24 | 20.88 | 24.89 |
| SO YBADJ | IM1GI048 | 28.14 | 30.54 | 32.01 | 32.50 | 32.01 | 30.25 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI049 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI049 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI049 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI049 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI049 | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI049 | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI049 | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI049 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI049 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI049 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI049 | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI049 | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI049 | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI049 | -42.19 | -50.39 | -57.07 | -62.01 | -65.07 | -66.15 |
| SO XBADJ | IM1GI049 | -65.22 | -62.30 | -59.60 | -62.08 | -62.68 | -61.37 |
| SO XBADJ | IM1GI049 | -58.19 | -53.25 | -46.69 | -38.71 | -29.55 | -19.50 |
| SO XBADJ | IM1GI049 | -18.47 | -16.89 | -14.79 | -12.24 | -9.32 | -6.11 |
| SO XBADJ | IM1GI049 | -2.72 | 0.75 | 1.50 | -4.11 | -9.60 | -14.80 |
| SO XBADJ | IM1GI049 | -19.55 | -23.70 | -27.14 | -29.75 | -31.45 | -32.70 |
| SO YBADJ | IM1GI049 | 28.98 | 26.54 | 23.28 | 19.32 | 14.77 | 9.78 |
| SO YBADJ | IM1GI049 | 4.48 | -0.95 | -6.60 | -11.86 | -16.75 | -21.14 |
| SO YBADJ | IM1GI049 | -24.89 | -27.87 | -30.02 | -31.25 | -31.53 | -30.55 |
| SO YBADJ | IM1GI049 | -28.98 | -26.54 | -23.28 | -19.32 | -14.77 | -9.78 |
| SO YBADJ | IM1GI049 | -4.48 | 0.95 | 6.60 | 11.86 | 16.75 | 21.14 |
| SO YBADJ | IM1GI049 | 24.89 | 27.87 | 30.02 | 31.25 | 31.53 | 30.55 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04A | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04A | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04A | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04A | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04A | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04A | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04A | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04A | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI04A | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04A | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI04A | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04A | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04A | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04A | -36.43 | -44.95 | -52.11 | -57.68 | -61.50 | -63.46 |
| SO XBADJ | IM1GI04A | -63.48 | -61.58 | -59.90 | -63.40 | -64.97 | -64.57 |
| SO XBADJ | IM1GI04A | -62.21 | -57.96 | -51.95 | -44.36 | -35.42 | -25.40 |
| SO XBADJ | IM1GI04A | -24.23 | -22.33 | -19.75 | -16.57 | -12.88 | -8.80 |
| SO XBADJ | IM1GI04A | -4.46 | 0.02 | 1.80 | -2.79 | -7.30 | -11.59 |
| SO XBADJ | IM1GI04A | -15.53 | -18.99 | -21.88 | -24.10 | -25.59 | -26.80 |
| SO YBADJ | IM1GI04A | 30.30 | 28.84 | 26.49 | 23.34 | 19.49 | 15.04 |
| SO YBADJ | IM1GI04A | 10.13 | 4.91 | -0.70 | -6.10 | -11.31 | -16.18 |
| SO YBADJ | IM1GI04A | -20.56 | -24.31 | -27.33 | -29.51 | -30.80 | -30.85 |
| SO YBADJ | IM1GI04A | -30.30 | -28.84 | -26.49 | -23.34 | -19.49 | -15.04 |
| SO YBADJ | IM1GI04A | -10.13 | -4.91 | 0.70 | 6.10 | 11.31 | 16.18 |
| SO YBADJ | IM1GI04A | 20.56 | 24.31 | 27.33 | 29.51 | 30.80 | 30.85 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04B | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04B | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04B | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04B | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04B | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04B | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04B | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04B | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04B | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04B | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI04B | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04B | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04B | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04B | -31.44 | -40.23 | -47.79 | -53.90 | -58.38 | -61.08 |
| SO XBADJ | IM1GI04B | -61.92 | -60.89 | -60.10 | -64.48 | -66.91 | -67.30 |
| SO XBADJ | IM1GI04B | -65.64 | -62.00 | -56.46 | -49.22 | -40.47 | -30.50 |
| SO XBADJ | IM1GI04B | -29.22 | -27.05 | -24.06 | -20.34 | -16.00 | -11.18 |
| SO XBADJ | IM1GI04B | -6.02 | -0.67 | 2.00 | -1.71 | -5.37 | -8.87 |
| SO XBADJ | IM1GI04B | -12.10 | -14.95 | -17.36 | -19.24 | -20.53 | -21.70 |
| SO YBADJ | IM1GI04B | 31.39 | 30.77 | 29.22 | 26.77 | 23.52 | 19.55 |
| SO YBADJ | IM1GI04B | 14.99 | 9.97 | 4.40 | -1.11 | -6.59 | -11.86 |
| SO YBADJ | IM1GI04B | -16.78 | -21.19 | -24.95 | -27.95 | -30.11 | -31.05 |
| SO YBADJ | IM1GI04B | -31.39 | -30.77 | -29.22 | -26.77 | -23.52 | -19.55 |
| SO YBADJ | IM1GI04B | -14.99 | -9.97 | -4.40 | 1.11 | 6.59 | 11.86 |
| SO YBADJ | IM1GI04B | 16.78 | 21.19 | 24.95 | 27.95 | 30.11 | 31.05 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04C | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04C | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04C | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04C | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04C | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04C | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04C | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04C | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04C | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04C | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI04C | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04C | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04C | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04C | -26.71 | -35.72 | -43.64 | -50.23 | -55.29 | -58.68 |
| SO XBADJ | IM1GI04C | -60.28 | -60.05 | -60.10 | -65.32 | -68.55 | -69.70 |
| SO XBADJ | IM1GI04C | -68.73 | -65.67 | -60.62 | -53.73 | -45.20 | -35.30 |
| SO XBADJ | IM1GI04C | -33.95 | -31.56 | -28.22 | -24.02 | -19.09 | -13.58 |
| SO XBADJ | IM1GI04C | -7.66 | -1.50 | 2.00 | -0.88 | -3.73 | -6.47 |
| SO XBADJ | IM1GI04C | -9.01 | -11.28 | -13.20 | -14.73 | -15.80 | -16.90 |
| SO YBADJ | IM1GI04C | 32.22 | 32.41 | 31.62 | 29.86 | 27.20 | 23.71 |
| SO YBADJ | IM1GI04C | 19.50 | 14.70 | 9.20 | 3.62 | -2.08 | -7.71 |
| SO YBADJ | IM1GI04C | -13.10 | -18.10 | -22.55 | -26.31 | -29.28 | -31.05 |
| SO YBADJ | IM1GI04C | -32.22 | -32.41 | -31.62 | -29.86 | -27.20 | -23.71 |
| SO YBADJ | IM1GI04C | -19.50 | -14.70 | -9.20 | -3.62 | 2.08 | 7.71 |
| SO YBADJ | IM1GI04C | 13.10 | 18.10 | 22.55 | 26.31 | 29.28 | 31.05 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04D | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04D | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04D | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04D | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04D | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04D | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04D | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04D | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04D | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04D | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| SO BUILDLEN | IM1GI04D | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04D | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04D | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04D | -22.04 | -31.31 | -39.63 | -46.74 | -52.44 | -56.54 |
| SO XBADJ | IM1GI04D | -58.92 | -59.52 | -60.40 | -66.45 | -70.47 | -72.36 |
| SO XBADJ | IM1GI04D | -72.04 | -69.54 | -64.93 | -58.34 | -49.98 | -40.10 |
| SO XBADJ | IM1GI04D | -38.62 | -35.97 | -32.23 | -27.50 | -21.95 | -15.72 |
| SO XBADJ | IM1GI04D | -9.02 | -2.04 | 2.30 | 0.25 | -1.81 | -3.81 |
| SO XBADJ | IM1GI04D | -5.69 | -7.41 | -8.90 | -10.11 | -11.02 | -12.10 |
| SO YBADJ | IM1GI04D | 33.35 | 34.33 | 34.27 | 33.18 | 31.07 | 28.02 |
| SO YBADJ | IM1GI04D | 24.11 | 19.48 | 14.00 | 8.29 | 2.33 | -3.70 |
| SO YBADJ | IM1GI04D | -9.62 | -15.25 | -20.41 | -24.95 | -28.74 | -31.35 |
| SO YBADJ | IM1GI04D | -33.35 | -34.33 | -34.27 | -33.18 | -31.07 | -28.02 |
| SO YBADJ | IM1GI04D | -24.11 | -19.48 | -14.00 | -8.29 | -2.33 | 3.70 |
| SO YBADJ | IM1GI04D | 9.62 | 15.25 | 20.41 | 24.95 | 28.74 | 31.35 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04E | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04E | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04E | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04E | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04E | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04E | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04E | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04E | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04E | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04E | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI04E | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04E | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04E | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04E | -18.04 | -27.64 | -36.39 | -44.04 | -50.35 | -55.13 |
| SO XBADJ | IM1GI04E | -58.24 | -59.57 | -61.20 | -67.96 | -72.66 | -75.15 |
| SO XBADJ | IM1GI04E | -75.36 | -73.27 | -68.96 | -62.56 | -54.25 | -44.30 |
| SO XBADJ | IM1GI04E | -42.62 | -39.64 | -35.46 | -30.21 | -24.03 | -17.13 |
| SO XBADJ | IM1GI04E | -9.70 | -1.98 | 3.10 | 1.77 | 0.38 | -1.02 |
| SO XBADJ | IM1GI04E | -2.38 | -3.68 | -4.86 | -5.89 | -6.75 | -7.90 |
| SO YBADJ | IM1GI04E | 34.87 | 36.52 | 37.07 | 36.49 | 34.80 | 32.05 |
| SO YBADJ | IM1GI04E | 28.33 | 23.75 | 18.20 | 12.29 | 6.00 | -0.46 |
| SO YBADJ | IM1GI04E | -6.92 | -13.16 | -19.00 | -24.27 | -28.80 | -32.15 |
| SO YBADJ | IM1GI04E | -34.87 | -36.52 | -37.07 | -36.49 | -34.80 | -32.05 |
| SO YBADJ | IM1GI04E | -28.33 | -23.75 | -18.20 | -12.29 | -6.00 | 0.46 |
| SO YBADJ | IM1GI04E | 6.92 | 13.16 | 19.00 | 24.27 | 28.80 | 32.15 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04F | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDWID | IM1GI04F | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04F | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04F | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDWID | IM1GI04F | 66.19 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04F | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04F | 74.25 | 74.38 | 72.26 | 67.94 | 61.55 | 58.10 |
| SO BUILDLEN | IM1GI04F | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04F | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04F | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO BUILDLEN | IM1GI04F | 60.66 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04F | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04F | 77.74 | 76.95 | 73.82 | 68.45 | 61.00 | 52.20 |
| SO XBADJ | IM1GI04F | -13.32 | -23.13 | -32.23 | -40.36 | -47.27 | -52.73 |
| SO XBADJ | IM1GI04F | -56.60 | -58.74 | -61.20 | -68.80 | -74.30 | -77.55 |
| SO XBADJ | IM1GI04F | -78.44 | -76.95 | -73.12 | -67.07 | -58.98 | -49.10 |
| SO XBADJ | IM1GI04F | -47.35 | -44.16 | -39.62 | -33.88 | -27.12 | -19.53 |
| SO XBADJ | IM1GI04F | -11.34 | -2.81 | 3.10 | 2.60 | 2.02 | 1.38 |
| SO XBADJ | IM1GI04F | 0.70 | 0.00 | -0.70 | -1.38 | -2.02 | -3.10 |
| SO YBADJ | IM1GI04F | 35.70 | 38.16 | 39.47 | 39.57 | 38.48 | 36.21 |
| SO YBADJ | IM1GI04F | 32.84 | 28.48 | 23.00 | 17.02 | 10.51 | 3.69 |
| SO YBADJ | IM1GI04F | -3.24 | -10.07 | -16.60 | -22.63 | -27.96 | -32.15 |
| SO YBADJ | IM1GI04F | -35.70 | -38.16 | -39.47 | -39.57 | -38.48 | -36.21 |
| SO YBADJ | IM1GI04F | -32.84 | -28.48 | -23.00 | -17.02 | -10.51 | -3.69 |
| SO YBADJ | IM1GI04F | 3.24 | 10.07 | 16.60 | 22.63 | 27.96 | 32.15 |
| SO BUILDHGT | IM1GI04I | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04I | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDHGT | IM1GI04I | 0.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04I | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| SO BUILDHGT | IM1GI04I | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 0.00 |
| SO BUILDWID | IM1GI04I | 0.00 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04I | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04I | 63.84 | 61.82 | 57.92 | 52.26 | 45.02 | 0.00 |
| SO BUILDWID | IM1GI04I | 0.00 | 72.28 | 76.17 | 77.74 | 76.95 | 73.82 |
| SO BUILDWID | IM1GI04I | 68.45 | 61.00 | 52.20 | 60.66 | 67.28 | 71.86 |
| SO BUILDWID | IM1GI04I | 63.84 | 61.82 | 57.92 | 52.26 | 45.02 | 0.00 |
| SO BUILDLEN | IM1GI04I | 0.00 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04I | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |
| SO BUILDLEN | IM1GI04I | 62.07 | 63.60 | 63.19 | 60.87 | 56.70 | 0.00 |
| SO BUILDLEN | IM1GI04I | 0.00 | 67.28 | 71.86 | 74.25 | 74.38 | 72.26 |
| SO BUILDLEN | IM1GI04I | 67.94 | 61.55 | 58.10 | 66.19 | 72.28 | 76.17 |

```
SO BUILDLEN  IM1GI04I      62.07     63.60     63.19     60.87     56.70      0.00
SO XBADJ     IM1GI04I       0.00    -69.06    -76.70    -82.00    -84.81    -85.04
SO XBADJ     IM1GI04I     -82.69    -77.83    -72.70    -72.36    -69.82    -65.16
SO XBADJ     IM1GI04I       2.77      1.46      0.11     -1.25     -2.56      0.00
SO XBADJ     IM1GI04I       0.00      1.78      4.84      7.75     10.42     12.78
SO XBADJ     IM1GI04I      14.75     16.27     14.60      6.16     -2.46    -11.01
SO XBADJ     IM1GI04I     -64.84    -65.06    -63.30    -59.62    -54.13      0.00
SO YBADJ     IM1GI04I       0.00     33.68     27.08     19.65     11.63      3.25
SO YBADJ     IM1GI04I      -5.23    -13.54    -21.70    -29.00    -35.42    -40.77
SO YBADJ     IM1GI04I       0.73      6.60     12.26     17.56     22.32      0.00
SO YBADJ     IM1GI04I       0.00    -33.68    -27.08    -19.65    -11.63     -3.25
SO YBADJ     IM1GI04I       5.23     13.54     21.70     29.00     35.42     40.77
SO YBADJ     IM1GI04I      -0.73     -6.60    -12.26    -17.56    -22.32      0.00
SO BUILDHGT  IM1GI04J       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04J      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04J      12.00      7.00      7.00      7.00      7.00      0.00
SO BUILDHGT  IM1GI04J       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04J      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04J      12.00      7.00      7.00      7.00      7.00      0.00
SO BUILDWID  IM1GI04J       0.00     72.28     76.17     77.74     76.95     73.82
SO BUILDWID  IM1GI04J      68.45     61.00     52.20     60.66     67.28     71.86
SO BUILDWID  IM1GI04J      74.25     61.82     57.92     52.26     45.02      0.00
SO BUILDWID  IM1GI04J       0.00     72.28     76.17     77.74     76.95     73.82
SO BUILDWID  IM1GI04J      68.45     61.00     52.20     60.66     67.28     71.86
SO BUILDWID  IM1GI04J      74.25     61.82     57.92     52.26     45.02      0.00
SO BUILDLEN  IM1GI04J       0.00     67.28     71.86     74.25     74.38     72.26
SO BUILDLEN  IM1GI04J      67.94     61.55     58.10     66.19     72.28     76.17
SO BUILDLEN  IM1GI04J      77.74     63.60     63.19     60.87     56.70      0.00
SO BUILDLEN  IM1GI04J       0.00     67.28     71.86     74.25     74.38     72.26
SO BUILDLEN  IM1GI04J      67.94     61.55     58.10     66.19     72.28     76.17
SO BUILDLEN  IM1GI04J      77.74     63.60     63.19     60.87     56.70      0.00
SO XBADJ     IM1GI04J       0.00    -64.72    -72.79    -78.64    -82.11    -83.07
SO XBADJ     IM1GI04J     -81.52    -77.49    -73.20    -73.69    -71.93    -67.99
SO XBADJ     IM1GI04J     -61.99     -2.54     -4.30     -5.93     -7.38      0.00
SO XBADJ     IM1GI04J       0.00     -2.56      0.93      4.39      7.72     10.82
SO XBADJ     IM1GI04J      13.58     15.93     15.10      7.49     -0.35     -8.17
SO XBADJ     IM1GI04J     -15.75    -61.06    -58.90    -54.94    -49.32      0.00
SO YBADJ     IM1GI04J       0.00     35.79     29.91     23.12     15.62      7.66
SO YBADJ     IM1GI04J      -0.55     -8.73    -16.90    -24.36    -31.08    -36.86
SO YBADJ     IM1GI04J     -41.52      9.30     14.23     18.73     22.66      0.00
SO YBADJ     IM1GI04J       0.00    -35.79    -29.91    -23.12    -15.62     -7.66
SO YBADJ     IM1GI04J       0.55      8.73     16.90     24.36     31.08     36.86
SO YBADJ     IM1GI04J      41.52     -9.30    -14.23    -18.73    -22.66      0.00
SO BUILDHGT  IM1GI04K       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04K      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04K      12.00      7.00      7.00      7.00      7.00      0.00
SO BUILDHGT  IM1GI04K       0.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04K      12.00     12.00     12.00     12.00     12.00     12.00
SO BUILDHGT  IM1GI04K      12.00      7.00      7.00      7.00      7.00      0.00
SO BUILDWID  IM1GI04K       0.00     72.28     76.17     77.74     76.95     73.82
SO BUILDWID  IM1GI04K      68.45     61.00     52.20     60.66     67.28     71.86
SO BUILDWID  IM1GI04K      74.25     61.82     57.92     52.26     45.02      0.00
SO BUILDWID  IM1GI04K       0.00     72.28     76.17     77.74     76.95     73.82
SO BUILDWID  IM1GI04K      68.45     61.00     52.20     60.66     67.28     71.86
SO BUILDWID  IM1GI04K      74.25     61.82     57.92     52.26     45.02      0.00
SO BUILDLEN  IM1GI04K       0.00     67.28     71.86     74.25     74.38     72.26
SO BUILDLEN  IM1GI04K      67.94     61.55     58.10     66.19     72.28     76.17
SO BUILDLEN  IM1GI04K      77.74     63.60     63.19     60.87     56.70      0.00
SO BUILDLEN  IM1GI04K       0.00     67.28     71.86     74.25     74.38     72.26
SO BUILDLEN  IM1GI04K      67.94     61.55     58.10     66.19     72.28     76.17
SO BUILDLEN  IM1GI04K      77.74     63.60     63.19     60.87     56.70      0.00
SO XBADJ     IM1GI04K       0.00    -64.72    -72.79    -78.64    -82.11    -83.07
SO XBADJ     IM1GI04K     -81.52    -77.49    -73.20    -73.69    -71.93    -67.99
SO XBADJ     IM1GI04K     -61.99     -2.54     -4.30     -5.93     -7.38      0.00
SO XBADJ     IM1GI04K       0.00     -2.56      0.93      4.39      7.72     10.82
SO XBADJ     IM1GI04K      13.58     15.93     15.10      7.49     -0.35     -8.17
SO XBADJ     IM1GI04K     -15.75    -61.06    -58.90    -54.94    -49.32      0.00
SO YBADJ     IM1GI04K       0.00     35.79     29.91     23.12     15.62      7.66
SO YBADJ     IM1GI04K      -0.55     -8.73    -16.90    -24.36    -31.08    -36.86
SO YBADJ     IM1GI04K     -41.52      9.30     14.23     18.73     22.66      0.00
SO YBADJ     IM1GI04K       0.00    -35.79    -29.91    -23.12    -15.62     -7.66
SO YBADJ     IM1GI04K       0.55      8.73     16.90     24.36     31.08     36.86
SO YBADJ     IM1GI04K      41.52     -9.30    -14.23    -18.73    -22.66      0.00
SO SRCGROUP  ALL
SO FINISHED

RE STARTING
RE ELEVUNIT  METERS
RE GRIDCART 8XOJN000 STA
** GRDDESCR  gridded receptor
RE GRIDCART 8XOJN000 XYINC  450570.4  21  121.6  3744263.6  21  -119.2
RE GRIDCART 8XOJN000 ELEV  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
```

```
RE GRIDCART 8XOJN000 ELEV  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 ELEV  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  1  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  2  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  3  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  4  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  5  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  6  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  7  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  8  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  9  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  10  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  11  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  12  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  13  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  14  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  15  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  16  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  17  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  18  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  19  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  20  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 HILL  21  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
RE GRIDCART 8XOJN000 END
RE DISCCART  451449.5  3742858.4  0  0
** SENSITIV
** RCPDESCR  R1
RE DISCCART  451396  3742995.2  0  0
** SENSITIV
** RCPDESCR  R2
RE DISCCART  451225.9  3743157  0  0
** SENSITIV
** RCPDESCR  R3
RE DISCCART  451278.2  3743358  0  0
** SENSITIV
** RCPDESCR  R4
RE DISCCART  451545.9  3743352.1  0  0
** SENSITIV
** RCPDESCR  R5
RE DISCCART  451712.4  3743358  0  0
** SENSITIV
** RCPDESCR  R6
RE DISCCART  451855.2  3743360.4  0  0
** SENSITIV
** RCPDESCR  R7
RE DISCCART  451952.7  3743366.3  0  0
** SENSITIV
** RCPDESCR  R8
RE DISCCART  452212.3  3743485.6  0  0
** SENSITIV
** RCPDESCR  R9
RE DISCCART  452333.1  3743477  0  0
** SENSITIV
** RCPDESCR  R10
RE FINISHED

ME STARTING
ME SURFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.SFC"
** SURFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.SFC"
ME PROFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.PFL"
** PROFFILE  "C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.PFL"
ME SURFDATA  0 2008
ME UAIRDATA  3190 2008
ME SITEDATA  00099999 2008
ME PROFBASE  0  METERS
ME STARTEND  2012  1  1  1  2012  12  31  24
ME FINISHED

OU STARTING
OU FILEFORM  FIX
OU PLOTFILE  ANNUAL  ALL  ALL`ANNUAL.plt  10000
OU FINISHED

** ****************************************************************************
** It is recommended that the user not edit any data below this line
** ****************************************************************************

** BUILDING BLD  0  0  0  12  5
** BUILDING IDN  IM1GI005
** BUILDING NAM  B10
** BUILDING CRN  451496.6  3743168.8
** BUILDING CRN  451454.6  3743122.1
** BUILDING CRN  451324.1  3743238.9
** BUILDING CRN  451365.3  3743285.5
```

```
** BUILDING CRN  451496.6  3743168.8
** BUILDING BLD  0  0  0  12  5
** BUILDING IDN  IM1GI006
** BUILDING NAM  B11
** BUILDING CRN  451563  3743243.3
** BUILDING CRN  451530.1  3743207
** BUILDING CRN  451442.8  3743286
** BUILDING CRN  451474.7  3743323.3
** BUILDING CRN  451563  3743243.3
** BUILDING BLD  0  0  0  12  9
** BUILDING IDN  IM1GI007
** BUILDING NAM  B15
** BUILDING CRN  451608.6  3743265.9
** BUILDING CRN  451650.8  3743177.6
** BUILDING CRN  451682.2  3743190.8
** BUILDING CRN  451676.8  3743205.5
** BUILDING CRN  451758.7  3743244.3
** BUILDING CRN  451769  3743225.6
** BUILDING CRN  451799.4  3743240.8
** BUILDING CRN  451752.8  3743334.5
** BUILDING CRN  451608.6  3743265.9
** BUILDING BLD  0  0  0  12  7
** BUILDING IDN  IM1GI008
** BUILDING NAM  B14
** BUILDING CRN  451614  3743141.3
** BUILDING CRN  451648.3  3743073.1
** BUILDING CRN  451618.4  3743057.4
** BUILDING CRN  451607.6  3743078
** BUILDING CRN  451536.5  3743043.6
** BUILDING CRN  451511.9  3743094.7
** BUILDING CRN  451614  3743141.3
** BUILDING BLD  0  0  0  12  7
** BUILDING IDN  IM1GI009
** BUILDING NAM  B16
** BUILDING CRN  451663  3743056.9
** BUILDING CRN  451691.5  3743003.4
** BUILDING CRN  451661.6  3742991.2
** BUILDING CRN  451652.2  3743004.4
** BUILDING CRN  451602.7  3742982.3
** BUILDING CRN  451583.6  3743018.1
** BUILDING CRN  451663  3743056.9
** BUILDING BLD  0  0  0  12  11
** BUILDING IDN  IM1GI00A
** BUILDING NAM  B17
** BUILDING CRN  451704.7  3743131.5
** BUILDING CRN  451737.1  3743060.8
** BUILDING CRN  451755.3  3743067.2
** BUILDING CRN  451771.9  3743037.8
** BUILDING CRN  451788.1  3743045.1
** BUILDING CRN  451781.3  3743060.3
** BUILDING CRN  451916.2  3743122.6
** BUILDING CRN  451923.5  3743108.4
** BUILDING CRN  451955.9  3743123.1
** BUILDING CRN  451904.9  3743225.6
** BUILDING CRN  451704.7  3743131.5
** BUILDING BLD  0  0  0  12  9
** BUILDING IDN  IM1GI00B
** BUILDING NAM  B2
** BUILDING CRN  451935.8  3743217.3
** BUILDING CRN  451992.7  3743103
** BUILDING CRN  452045.2  3743127
** BUILDING CRN  452013.8  3743192.8
** BUILDING CRN  452030  3743198.7
** BUILDING CRN  452010.8  3743233
** BUILDING CRN  451991.7  3743223.7
** BUILDING CRN  451984.3  3743239.4
** BUILDING CRN  451935.8  3743217.3
** BUILDING BLD  0  0  0  12  9
** BUILDING IDN  IM1GI00C
** BUILDING NAM  B1
** BUILDING CRN  451796.6  3743298.4
** BUILDING CRN  451822.1  3743250.1
** BUILDING CRN  451878.1  3743276.2
** BUILDING CRN  451884.1  3743264.2
** BUILDING CRN  451898.2  3743271.3
** BUILDING CRN  451890.1  3743285.4
** BUILDING CRN  451909.1  3743295.2
** BUILDING CRN  451885.2  3743344.1
** BUILDING CRN  451796.6  3743298.4
** BUILDING BLD  0  0  0  12  5
** BUILDING IDN  IM1GI00D
** BUILDING NAM  B3
** BUILDING CRN  451953.7  3743341.9
** BUILDING CRN  451955.3  3743285.4
** BUILDING CRN  452024.3  3743285.9
** BUILDING CRN  452022.7  3743340.3
** BUILDING CRN  451953.7  3743341.9
** BUILDING BLD  0  0  0  12  5
** BUILDING IDN  IM1GI00E
** BUILDING NAM  B5
** BUILDING CRN  452101  3743337.6
** BUILDING CRN  452103.1  3743285.4
```

```
** BUILDING CRN  452159.1  3743285.9
** BUILDING CRN  452156.4  3743337.6
** BUILDING CRN  452101  3743337.6
** BUILDING BLD  0  0  0  7  6
** BUILDING IDN  IM1GI00F
** BUILDING NAM  B4
** BUILDING CRN  452060.2  3743225.6
** BUILDING CRN  452070  3743207.7
** BUILDING CRN  452148.3  3743246.3
** BUILDING CRN  452140.6  3743262.6
** BUILDING CRN  452140.6  3743261.5
** BUILDING CRN  452060.2  3743225.6
** BUILDING BLD  0  0  0  7  5
** BUILDING IDN  IM1GI00G
** BUILDING NAM  B6
** BUILDING CRN  452080.9  3743195.7
** BUILDING CRN  452092.8  3743172.9
** BUILDING CRN  452212.9  3743230.5
** BUILDING CRN  452203.7  3743251.7
** BUILDING CRN  452080.9  3743195.7
** BUILDING BLD  0  0  0  7  5
** BUILDING IDN  IM1GI00H
** BUILDING NAM  B1
** BUILDING CRN  452218.3  3743338.4
** BUILDING CRN  452218.9  3743286.2
** BUILDING CRN  452181.9  3743285.6
** BUILDING CRN  452180.5  3743337
** BUILDING CRN  452218.3  3743338.4
** BUILDING BLD  0  0  0  7  5
** BUILDING IDN  IM1GI00I
** BUILDING NAM  B9
** BUILDING CRN  452295.8  3743300
** BUILDING CRN  452307.5  3743273.9
** BUILDING CRN  452260.1  3743251.2
** BUILDING CRN  452246.4  3743277.3
** BUILDING CRN  452295.8  3743300

** TAG NAM  8EWE002A
** TAG PRM  0  2  F  F  1  255,0,0,0
** TAG CRD
451750.9,3742963.4,0,451704.4,3743056.3,0,451653.0,3743133.8,0,451644.1,3743140.3,0,451671.8,3743163.9,0,451781.9,3743212.1,0,451781.9,3743211.2,0
** TAG NAM  8EWE0041
** TAG PRM  0  2  F  F  1  255,0,0,0
** TAG CRD
452275.3,3743210.1,0,452251.7,3743258.4,0,452239.9,3743268.1,0,452223.9,3743269.2,0,451956.0,3743265.0,0,451924.2,3743248.6,0,451873.9,3743248.1,0,45187
4.9,3743247.6,0
** TAG NAM  8EWE0064
** TAG PRM  0  2  F  F  1  255,0,0,0
** TAG CRD
451752.3,3742960.9,0,451757.9,3742950.6,0,451909.3,3743019.9,0,451989.8,3743064.6,0,452127.0,3743130.7,0,452278.4,3743202.5,0,452344.6,3743234.4,0,45239
8.0,3743278.2,0,452398.0,3743278.2,0,452398.0,3743278.2,0
** TAG NAM  8EWE009K
** TAG PRM  0  2  F  F  1  255,0,0,0
** TAG CRD
452403.7,3743275.6,0,452506.2,3743180.6,0,452558.7,3743140.5,0,452636.3,3743033.0,0,452741.4,3742827.9,0,452793.9,3742737.8,0,452516.2,3742617.7,0,45230
6.1,3742527.7,0,452173.5,3742470.2,0

** AMPTYPE
** AMPDATUM  -1
** AMPZONE  -1
** AMPHEMISPHERE

** PROJECTIONWKT
PROJCS["UTM_6326_Zone11",GEOGCS["WGS_84",DATUM["World_Geodetic_System_1984",SPHEROID["WGS_1984",6378137,298.257223563],TOWGS84[0,0,0,0,0,0,0]],PRIMEM["G
reenwich",0],UNIT["Degree",0.0174532925199433]],PROJECTION["Universal_Transverse_Mercator"],PARAMETER["Zone",11],UNIT["Meter",1,AUTHORITY["EPSG","9001"]
]]
** PROJECTION  UTM
** DATUM  WGE
** UNITS  METER
** ZONE  11
** HEMISPHERE  N
** ORIGINLON  0
** ORIGINLAT  0
** PARALLEL1  0
** PARALLEL2  0
** AZIMUTH  0
** SCALEFACT  0
** FALSEEAST  0
** FALSENORTH  0

** POSTFMT  UNFORM
** TEMPLATE USERDEFINED
** AERMODEXE  AERMOD_BREEZE_19191_64.EXE
** AERMAPEXE  AERMAP_EPA_18081_64.EXE


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

 *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                    ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                   ***        11:12:54
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                        ***     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 RURAL Dispersion Only.

**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.

**Other Options Specified:
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Assumes No FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  PM10

**Model Calculates ANNUAL Averages Only

**This Run Includes:    634 Source(s);       1 Source Group(s); and     451 Receptor(s)

               with:    153 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:    481 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      0 line(s)


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

**The AERMET Input Meteorological Data Version Date:  14134

**Output Options Selected:
         Model Outputs Tables of ANNUAL Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE 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) =     0.00 ;  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 =      4.7 MB of RAM.

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

↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                    ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                    ***        11:12:54
                                                                                                                      PAGE   2
*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                                *** POINT SOURCE DATA ***

              NUMBER EMISSION RATE                    BASE     STACK   STACK    STACK     STACK    BLDG   URBAN  CAP/  EMIS RATE
  SOURCE       PART.  (GRAMS/SEC)     X        Y      ELEV.    HEIGHT  TEMP.   EXIT VEL. DIAMETER  EXISTS SOURCE HOR   SCALAR
    ID         CATS.               (METERS) (METERS) (METERS) (METERS) (DEG.K)  (M/SEC)  (METERS)                        VARY BY
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

EJCY30NQ         0   0.85500E-07  452173.8 3743323.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NR         0   0.85500E-07  452173.8 3743318.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NS         0   0.85500E-07  452173.9 3743313.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NT         0   0.85500E-07  452173.9 3743308.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NU         0   0.85500E-07  452173.9 3743303.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NV         0   0.85500E-07  452174.0 3743298.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NW         0   0.85500E-07  452174.0 3743293.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
EJCY30NX         0   0.85500E-07  452174.0 3743288.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA008         0   0.85500E-07  451502.7 3743302.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA009         0   0.85500E-07  451552.0 3743258.3     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA00A         0   0.15200E-05  451546.9 3743263.2     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA00B         0   0.85500E-07  451541.9 3743267.8     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA00C         0   0.85500E-07  451536.6 3743272.6     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
T4NZA00D         0   0.85500E-07  451530.8 3743277.6     0.0     3.00   325.00     0.00     0.10    YES     NO    NO
```

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T4NZA00E | 0 | 0.15200E-05 | 451524.7 | 3743282.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00F | 0 | 0.85500E-07 | 451517.5 | 3743289.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00G | 0 | 0.85500E-07 | 451510.8 | 3743295.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00H | 0 | 0.15200E-05 | 451521.9 | 3743294.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00I | 0 | 0.85500E-07 | 451540.2 | 3743276.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00J | 0 | 0.85500E-07 | 451529.2 | 3743287.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00K | 0 | 0.85500E-07 | 451534.8 | 3743281.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00L | 0 | 0.85500E-07 | 451393.1 | 3743265.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00M | 0 | 0.85500E-07 | 451401.2 | 3743258.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00N | 0 | 0.15200E-05 | 451408.6 | 3743251.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00O | 0 | 0.85500E-07 | 451416.6 | 3743244.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00P | 0 | 0.85500E-07 | 451426.1 | 3743235.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00Q | 0 | 0.15200E-05 | 451436.2 | 3743227.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00R | 0 | 0.85500E-07 | 451449.1 | 3743215.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00S | 0 | 0.85500E-07 | 451460.0 | 3743205.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00T | 0 | 0.15200E-05 | 451469.4 | 3743197.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00U | 0 | 0.85500E-07 | 451477.6 | 3743190.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00V | 0 | 0.85500E-07 | 451485.7 | 3743182.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00W | 0 | 0.85500E-07 | 451423.4 | 3743251.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00X | 0 | 0.85500E-07 | 451433.2 | 3743240.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00Y | 0 | 0.85500E-07 | 451442.1 | 3743232.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA00Z | 0 | 0.15200E-05 | 451453.1 | 3743222.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| T4NZA010 | 0 | 0.85500E-07 | 451464.6 | 3743213.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI00L | 0 | 0.85500E-07 | 451603.5 | 3743068.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI00N | 0 | 0.85500E-07 | 451543.3 | 3743041.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI00P | 0 | 0.85500E-07 | 451598.8 | 3743065.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IM1GI00Q | 0 | 0.85500E-07 | 451593.8 | 3743063.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00R | 0 | 0.85500E-07 | 451588.2 | 3743060.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00S | 0 | 0.85500E-07 | 451582.9 | 3743058.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00T | 0 | 0.85500E-07 | 451579.1 | 3743056.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00U | 0 | 0.85500E-07 | 451573.5 | 3743054.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00V | 0 | 0.85500E-07 | 451566.8 | 3743051.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00W | 0 | 0.85500E-07 | 451561.7 | 3743048.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00X | 0 | 0.85500E-07 | 451555.9 | 3743046.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00Y | 0 | 0.85500E-07 | 451550.0 | 3743044.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI00Z | 0 | 0.85500E-07 | 451596.0 | 3743058.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI010 | 0 | 0.85500E-07 | 451590.4 | 3743055.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI011 | 0 | 0.85500E-07 | 451583.9 | 3743053.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI012 | 0 | 0.85500E-07 | 451580.2 | 3743051.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI013 | 0 | 0.85500E-07 | 451574.0 | 3743049.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI014 | 0 | 0.85500E-07 | 451569.2 | 3743046.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI015 | 0 | 0.85500E-07 | 451563.4 | 3743044.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI016 | 0 | 0.85500E-07 | 451557.7 | 3743041.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI017 | 0 | 0.85500E-07 | 451553.7 | 3743039.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI018 | 0 | 0.85500E-07 | 451546.8 | 3743036.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01C | 0 | 0.85500E-07 | 451650.3 | 3742998.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01D | 0 | 0.85500E-07 | 451646.6 | 3742997.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01E | 0 | 0.85500E-07 | 451642.7 | 3742995.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01F | 0 | 0.85500E-07 | 451639.3 | 3742993.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01G | 0 | 0.85500E-07 | 451635.8 | 3742992.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01H | 0 | 0.85500E-07 | 451632.2 | 3742990.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01I | 0 | 0.85500E-07 | 451627.9 | 3742988.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01J | 0 | 0.85500E-07 | 451623.2 | 3742986.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01K | 0 | 0.85500E-07 | 451619.1 | 3742984.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01L | 0 | 0.85500E-07 | 451613.7 | 3742982.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01M | 0 | 0.85500E-07 | 451610.0 | 3742980.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01N | 0 | 0.85500E-07 | 451605.9 | 3742979.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01O | 0 | 0.85500E-07 | 451602.3 | 3742977.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01S | 0 | 0.85500E-07 | 451751.4 | 3743233.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01T | 0 | 0.85500E-07 | 451747.1 | 3743231.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01U | 0 | 0.85500E-07 | 451743.4 | 3743229.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01V | 0 | 0.85500E-07 | 451738.9 | 3743227.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01W | 0 | 0.85500E-07 | 451734.7 | 3743225.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01X | 0 | 0.15200E-05 | 451729.9 | 3743222.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01Y | 0 | 0.85500E-07 | 451724.8 | 3743220.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI01Z | 0 | 0.15200E-05 | 451720.3 | 3743218.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IM1GI020 | 0 | 0.85500E-07 | 451716.0 | 3743215.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI021 | 0 | 0.85500E-07 | 451709.8 | 3743213.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI022 | 0 | 0.15200E-05 | 451705.3 | 3743211.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI023 | 0 | 0.85500E-07 | 451699.6 | 3743208.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI024 | 0 | 0.85500E-07 | 451694.2 | 3743206.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI025 | 0 | 0.85500E-07 | 451689.4 | 3743203.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02K | 0 | 0.85500E-07 | 451898.3 | 3743095.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02L | 0 | 0.85500E-07 | 451893.0 | 3743092.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02M | 0 | 0.85500E-07 | 451886.8 | 3743089.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02N | 0 | 0.15200E-05 | 451880.9 | 3743087.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02O | 0 | 0.85500E-07 | 451875.7 | 3743084.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02P | 0 | 0.15200E-05 | 451810.4 | 3743054.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02Q | 0 | 0.85500E-07 | 451805.7 | 3743051.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02R | 0 | 0.15200E-05 | 451867.3 | 3743088.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02S | 0 | 0.85500E-07 | 451861.4 | 3743085.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02T | 0 | 0.85500E-07 | 451855.2 | 3743082.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02U | 0 | 0.85500E-07 | 451849.5 | 3743079.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02V | 0 | 0.15200E-05 | 451842.8 | 3743076.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02W | 0 | 0.85500E-07 | 451794.0 | 3743047.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02X | 0 | 0.85500E-07 | 451799.4 | 3743049.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02Y | 0 | 0.15200E-05 | 451815.7 | 3743057.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI02Z | 0 | 0.85500E-07 | 451821.2 | 3743059.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI030 | 0 | 0.15200E-05 | 451826.6 | 3743062.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI031 | 0 | 0.15200E-05 | 451832.0 | 3743064.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI032 | 0 | 0.85500E-07 | 451837.5 | 3743067.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI033 | 0 | 0.15200E-05 | 451842.9 | 3743069.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI034 | 0 | 0.85500E-07 | 451848.3 | 3743072.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI035 | 0 | 0.15200E-05 | 451853.8 | 3743075.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI036 | 0 | 0.85500E-07 | 451859.2 | 3743077.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI037 | 0 | 0.85500E-07 | 451864.7 | 3743080.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI038 | 0 | 0.15200E-05 | 451870.1 | 3743082.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI039 | 0 | 0.85500E-07 | 451902.7 | 3743097.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03A | 0 | 0.85500E-07 | 451908.2 | 3743100.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03B | 0 | 0.15200E-05 | 451913.6 | 3743102.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03C | 0 | 0.85500E-07 | 451919.0 | 3743105.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03D | 0 | 0.85500E-07 | 451870.5 | 3743268.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03E | 0 | 0.15200E-05 | 451830.8 | 3743248.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03F | 0 | 0.85500E-07 | 451835.3 | 3743250.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03G | 0 | 0.85500E-07 | 451841.3 | 3743252.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |
| IM1GI03H | 0 | 0.85500E-07 | 451865.6 | 3743266.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IM1GI03I | 0 | 0.85500E-07 | 451860.7 | 3743263.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03J | 0 | 0.85500E-07 | 451856.6 | 3743260.8 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03K | 0 | 0.15200E-05 | 451851.7 | 3743258.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03L | 0 | 0.85500E-07 | 451846.5 | 3743255.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03M | 0 | 0.15200E-05 | 451824.4 | 3743246.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03N | 0 | 0.15200E-05 | 452040.3 | 3743159.0 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03O | 0 | 0.85500E-07 | 452043.2 | 3743165.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03P | 0 | 0.85500E-07 | 452040.6 | 3743172.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03Q | 0 | 0.15200E-05 | 452038.4 | 3743178.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03R | 0 | 0.85500E-07 | 452035.6 | 3743184.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03S | 0 | 0.85500E-07 | 452026.2 | 3743188.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03T | 0 | 0.15200E-05 | 452048.5 | 3743143.9 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03U | 0 | 0.85500E-07 | 452045.8 | 3743149.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03V | 0 | 0.15200E-05 | 452043.1 | 3743154.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03W | 0 | 0.15200E-05 | 452037.7 | 3743165.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03X | 0 | 0.85500E-07 | 452035.0 | 3743170.7 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03Y | 0 | 0.15200E-05 | 452032.3 | 3743176.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI03Z | 0 | 0.85500E-07 | 452029.6 | 3743181.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI040 | 0 | 0.85500E-07 | 452049.3 | 3743152.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI041 | 0 | 0.85500E-07 | 452046.6 | 3743157.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI045 | 0 | 0.85500E-07 | 452160.3 | 3743332.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI046 | 0 | 0.85500E-07 | 452160.6 | 3743327.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI048 | 0 | 0.85500E-07 | 452160.3 | 3743322.6 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI049 | 0 | 0.85500E-07 | 452160.6 | 3743318.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04A | 0 | 0.85500E-07 | 452160.9 | 3743312.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04B | 0 | 0.85500E-07 | 452161.1 | 3743307.1 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04C | 0 | 0.85500E-07 | 452161.1 | 3743302.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04D | 0 | 0.85500E-07 | 452161.4 | 3743297.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04E | 0 | 0.85500E-07 | 452162.2 | 3743293.3 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04F | 0 | 0.85500E-07 | 452162.2 | 3743288.5 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04I | 0 | 0.85500E-07 | 452173.7 | 3743333.2 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04J | 0 | 0.85500E-07 | 452174.2 | 3743328.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |
| IM1GI04K | 0 | 0.85500E-07 | 452174.2 | 3743328.4 | 0.0 | 3.00 | 325.00 | 0.00 | 0.10 | YES | NO | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE002B | 0 | 0.11530E-06 | 451749.6 | 3742966.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002C | 0 | 0.11530E-06 | 451746.9 | 3742971.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002D | 0 | 0.11530E-06 | 451744.2 | 3742976.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002E | 0 | 0.11530E-06 | 451741.5 | 3742982.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002F | 0 | 0.11530E-06 | 451738.8 | 3742987.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002G | 0 | 0.11530E-06 | 451736.1 | 3742992.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002H | 0 | 0.11530E-06 | 451733.4 | 3742998.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002I | 0 | 0.11530E-06 | 451730.8 | 3743003.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002J | 0 | 0.11530E-06 | 451728.1 | 3743009.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002K | 0 | 0.11530E-06 | 451725.4 | 3743014.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002L | 0 | 0.11530E-06 | 451722.7 | 3743019.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002M | 0 | 0.11530E-06 | 451720.0 | 3743025.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002N | 0 | 0.11530E-06 | 451717.3 | 3743030.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002O | 0 | 0.11530E-06 | 451714.6 | 3743035.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002P | 0 | 0.11530E-06 | 451712.0 | 3743041.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002Q | 0 | 0.11530E-06 | 451709.3 | 3743046.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002R | 0 | 0.11530E-06 | 451706.6 | 3743051.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002S | 0 | 0.11530E-06 | 451703.8 | 3743057.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002T | 0 | 0.11530E-06 | 451700.5 | 3743062.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002U | 0 | 0.11530E-06 | 451697.2 | 3743067.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002V | 0 | 0.11530E-06 | 451693.8 | 3743072.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002W | 0 | 0.11530E-06 | 451690.5 | 3743077.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002X | 0 | 0.11530E-06 | 451687.2 | 3743082.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002Y | 0 | 0.11530E-06 | 451683.9 | 3743087.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE002Z | 0 | 0.11530E-06 | 451680.6 | 3743092.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0030 | 0 | 0.11530E-06 | 451677.3 | 3743097.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0031 | 0 | 0.11530E-06 | 451673.9 | 3743102.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0032 | 0 | 0.11530E-06 | 451670.6 | 3743107.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0033 | 0 | 0.11530E-06 | 451667.3 | 3743112.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0034 | 0 | 0.11530E-06 | 451664.0 | 3743117.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0035 | 0 | 0.11530E-06 | 451660.7 | 3743122.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0036 | 0 | 0.11530E-06 | 451657.4 | 3743127.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0037 | 0 | 0.11530E-06 | 451654.0 | 3743132.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0038 | 0 | 0.11530E-06 | 451649.7 | 3743136.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0039 | 0 | 0.11530E-06 | 451644.8 | 3743139.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003A | 0 | 0.11530E-06 | 451648.0 | 3743143.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003B | 0 | 0.11530E-06 | 451652.5 | 3743147.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003C | 0 | 0.11530E-06 | 451657.1 | 3743151.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003D | 0 | 0.11530E-06 | 451661.7 | 3743155.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003E | 0 | 0.11530E-06 | 451666.2 | 3743159.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE003F | 0 | 0.11530E-06 | 451670.8 | 3743163.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003G | 0 | 0.11530E-06 | 451676.1 | 3743165.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003H | 0 | 0.11530E-06 | 451681.6 | 3743168.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003I | 0 | 0.11530E-06 | 451687.1 | 3743170.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003J | 0 | 0.11530E-06 | 451692.6 | 3743173.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003K | 0 | 0.11530E-06 | 451698.1 | 3743175.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003L | 0 | 0.11530E-06 | 451703.6 | 3743177.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003M | 0 | 0.11530E-06 | 451709.1 | 3743180.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003N | 0 | 0.11530E-06 | 451714.6 | 3743182.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003O | 0 | 0.11530E-06 | 451720.1 | 3743185.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003P | 0 | 0.11530E-06 | 451725.6 | 3743187.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003Q | 0 | 0.11530E-06 | 451731.1 | 3743189.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003R | 0 | 0.11530E-06 | 451736.6 | 3743192.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003S | 0 | 0.11530E-06 | 451742.1 | 3743194.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003T | 0 | 0.11530E-06 | 451747.6 | 3743197.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003U | 0 | 0.11530E-06 | 451753.1 | 3743199.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003V | 0 | 0.11530E-06 | 451758.6 | 3743201.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003W | 0 | 0.11530E-06 | 451764.1 | 3743204.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003X | 0 | 0.11530E-06 | 451769.5 | 3743206.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003Y | 0 | 0.11530E-06 | 451775.0 | 3743209.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE003Z | 0 | 0.11530E-06 | 451780.5 | 3743211.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0042 | 0 | 0.30640E-07 | 452274.0 | 3743212.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0043 | 0 | 0.30640E-07 | 452271.3 | 3743218.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0044 | 0 | 0.30640E-07 | 452268.7 | 3743223.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0045 | 0 | 0.30640E-07 | 452266.1 | 3743229.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0046 | 0 | 0.30640E-07 | 452263.4 | 3743234.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0047 | 0 | 0.30640E-07 | 452260.8 | 3743239.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0048 | 0 | 0.30640E-07 | 452258.2 | 3743245.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0049 | 0 | 0.30640E-07 | 452255.5 | 3743250.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004A | 0 | 0.30640E-07 | 452252.9 | 3743255.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004B | 0 | 0.30640E-07 | 452249.2 | 3743260.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004C | 0 | 0.30640E-07 | 452244.6 | 3743264.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8EWE004D | 0 | 0.30640E-07 | 452239.9 | 3743268.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004E | 0 | 0.30640E-07 | 452233.9 | 3743268.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004F | 0 | 0.30640E-07 | 452228.0 | 3743268.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004G | 0 | 0.30640E-07 | 452222.0 | 3743269.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004H | 0 | 0.30640E-07 | 452216.0 | 3743269.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004I | 0 | 0.30640E-07 | 452210.0 | 3743269.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004J | 0 | 0.30640E-07 | 452204.0 | 3743268.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE004K | 0 | 0.30640E-07 | 452198.0 | 3743268.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE004L | 0 | 0.30640E-07 | 452192.0 | 3743268.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004M | 0 | 0.30640E-07 | 452186.0 | 3743268.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004N | 0 | 0.30640E-07 | 452180.0 | 3743268.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004O | 0 | 0.30640E-07 | 452174.0 | 3743268.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004P | 0 | 0.30640E-07 | 452168.0 | 3743268.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004Q | 0 | 0.30640E-07 | 452162.0 | 3743268.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004R | 0 | 0.30640E-07 | 452156.0 | 3743268.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004S | 0 | 0.30640E-07 | 452150.0 | 3743268.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004T | 0 | 0.30640E-07 | 452144.0 | 3743267.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004U | 0 | 0.30640E-07 | 452138.0 | 3743267.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004V | 0 | 0.30640E-07 | 452132.0 | 3743267.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004W | 0 | 0.30640E-07 | 452126.0 | 3743267.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004X | 0 | 0.30640E-07 | 452120.0 | 3743267.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004Y | 0 | 0.30640E-07 | 452114.0 | 3743267.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE004Z | 0 | 0.30640E-07 | 452108.0 | 3743267.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0050 | 0 | 0.30640E-07 | 452102.0 | 3743267.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0051 | 0 | 0.30640E-07 | 452096.0 | 3743267.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0052 | 0 | 0.30640E-07 | 452090.0 | 3743267.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0053 | 0 | 0.30640E-07 | 452084.0 | 3743267.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0054 | 0 | 0.30640E-07 | 452078.0 | 3743266.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0055 | 0 | 0.30640E-07 | 452072.0 | 3743266.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0056 | 0 | 0.30640E-07 | 452066.0 | 3743266.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0057 | 0 | 0.30640E-07 | 452060.0 | 3743266.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0058 | 0 | 0.30640E-07 | 452054.0 | 3743266.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0059 | 0 | 0.30640E-07 | 452048.0 | 3743266.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005A | 0 | 0.30640E-07 | 452042.0 | 3743266.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005B | 0 | 0.30640E-07 | 452036.0 | 3743266.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005C | 0 | 0.30640E-07 | 452030.0 | 3743266.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005D | 0 | 0.30640E-07 | 452024.0 | 3743266.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005E | 0 | 0.30640E-07 | 452018.0 | 3743266.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005F | 0 | 0.30640E-07 | 452012.0 | 3743265.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005G | 0 | 0.30640E-07 | 452006.0 | 3743265.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005H | 0 | 0.30640E-07 | 452000.0 | 3743265.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005I | 0 | 0.30640E-07 | 451994.0 | 3743265.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005J | 0 | 0.30640E-07 | 451988.0 | 3743265.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005K | 0 | 0.30640E-07 | 451982.0 | 3743265.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005L | 0 | 0.30640E-07 | 451976.0 | 3743265.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005M | 0 | 0.30640E-07 | 451970.0 | 3743265.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005N | 0 | 0.30640E-07 | 451964.0 | 3743265.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005O | 0 | 0.30640E-07 | 451958.0 | 3743265.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE005P | 0 | 0.30640E-07 | 451952.4 | 3743263.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005Q | 0 | 0.30640E-07 | 451947.1 | 3743260.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005R | 0 | 0.30640E-07 | 451941.8 | 3743257.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005S | 0 | 0.30640E-07 | 451936.4 | 3743254.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005T | 0 | 0.30640E-07 | 451931.1 | 3743252.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005U | 0 | 0.30640E-07 | 451925.8 | 3743249.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005V | 0 | 0.30640E-07 | 451920.0 | 3743248.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005W | 0 | 0.30640E-07 | 451914.0 | 3743248.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005X | 0 | 0.30640E-07 | 451908.0 | 3743248.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005Y | 0 | 0.30640E-07 | 451902.0 | 3743248.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE005Z | 0 | 0.30640E-07 | 451896.0 | 3743248.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0060 | 0 | 0.30640E-07 | 451890.0 | 3743248.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0061 | 0 | 0.30640E-07 | 451884.0 | 3743248.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0062 | 0 | 0.30640E-07 | 451878.0 | 3743248.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0065 | 0 | 0.14730E-06 | 451753.7 | 3742958.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0066 | 0 | 0.14730E-06 | 451756.6 | 3742953.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0067 | 0 | 0.14730E-06 | 451760.9 | 3742952.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0068 | 0 | 0.14730E-06 | 451766.3 | 3742954.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8EWE0069 | 0 | 0.14730E-06 | 451771.8 | 3742957.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006A | 0 | 0.14730E-06 | 451777.2 | 3742959.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006B | 0 | 0.14730E-06 | 451782.7 | 3742962.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006C | 0 | 0.14730E-06 | 451788.2 | 3742964.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006D | 0 | 0.14730E-06 | 451793.6 | 3742966.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006E | 0 | 0.14730E-06 | 451799.1 | 3742969.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006F | 0 | 0.14730E-06 | 451804.5 | 3742971.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006G | 0 | 0.14730E-06 | 451810.0 | 3742974.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006H | 0 | 0.14730E-06 | 451815.4 | 3742976.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006I | 0 | 0.14730E-06 | 451820.9 | 3742979.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006J | 0 | 0.14730E-06 | 451826.3 | 3742981.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006K | 0 | 0.14730E-06 | 451831.8 | 3742984.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006L | 0 | 0.14730E-06 | 451837.3 | 3742986.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006M | 0 | 0.14730E-06 | 451842.7 | 3742989.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006N | 0 | 0.14730E-06 | 451848.2 | 3742991.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006O | 0 | 0.14730E-06 | 451853.6 | 3742994.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006P | 0 | 0.14730E-06 | 451859.1 | 3742996.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006Q | 0 | 0.14730E-06 | 451864.5 | 3742999.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006R | 0 | 0.14730E-06 | 451870.0 | 3743001.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006S | 0 | 0.14730E-06 | 451875.4 | 3743004.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006T | 0 | 0.14730E-06 | 451880.9 | 3743006.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE006U | 0 | 0.14730E-06 | 451886.4 | 3743009.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE006V | 0 | 0.14730E-06 | 451891.8 | 3743011.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE006W | 0 | 0.14730E-06 | 451897.3 | 3743014.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE006X | 0 | 0.14730E-06 | 451902.7 | 3743016.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE006Y | 0 | 0.14730E-06 | 451908.2 | 3743019.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE006Z | 0 | 0.14730E-06 | 451913.5 | 3743022.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0070 | 0 | 0.14730E-06 | 451918.7 | 3743025.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0071 | 0 | 0.14730E-06 | 451924.0 | 3743028.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0072 | 0 | 0.14730E-06 | 451929.2 | 3743031.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0073 | 0 | 0.14730E-06 | 451934.5 | 3743033.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0074 | 0 | 0.14730E-06 | 451939.7 | 3743036.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0075 | 0 | 0.14730E-06 | 451944.9 | 3743039.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0076 | 0 | 0.14730E-06 | 451950.2 | 3743042.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0077 | 0 | 0.14730E-06 | 451955.4 | 3743045.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0078 | 0 | 0.14730E-06 | 451960.7 | 3743048.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0079 | 0 | 0.14730E-06 | 451965.9 | 3743051.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007A | 0 | 0.14730E-06 | 451971.2 | 3743054.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007B | 0 | 0.14730E-06 | 451976.4 | 3743057.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007C | 0 | 0.14730E-06 | 451981.7 | 3743060.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007D | 0 | 0.14730E-06 | 451986.9 | 3743063.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007E | 0 | 0.14730E-06 | 451992.2 | 3743065.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007F | 0 | 0.14730E-06 | 451997.6 | 3743068.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007G | 0 | 0.14730E-06 | 452003.0 | 3743071.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007H | 0 | 0.14730E-06 | 452008.4 | 3743073.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007I | 0 | 0.14730E-06 | 452013.8 | 3743076.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007J | 0 | 0.14730E-06 | 452019.3 | 3743078.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007K | 0 | 0.14730E-06 | 452024.7 | 3743081.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007L | 0 | 0.14730E-06 | 452030.1 | 3743084.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007M | 0 | 0.14730E-06 | 452035.5 | 3743086.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007N | 0 | 0.14730E-06 | 452040.9 | 3743089.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007O | 0 | 0.14730E-06 | 452046.3 | 3743091.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007P | 0 | 0.14730E-06 | 452051.7 | 3743094.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007Q | 0 | 0.14730E-06 | 452057.1 | 3743097.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007R | 0 | 0.14730E-06 | 452062.5 | 3743099.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007S | 0 | 0.14730E-06 | 452067.9 | 3743102.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007T | 0 | 0.14730E-06 | 452073.3 | 3743104.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007U | 0 | 0.14730E-06 | 452078.7 | 3743107.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007V | 0 | 0.14730E-06 | 452084.1 | 3743110.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007W | 0 | 0.14730E-06 | 452089.5 | 3743112.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007X | 0 | 0.14730E-06 | 452094.9 | 3743115.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE007Y | 0 | 0.14730E-06 | 452100.3 | 3743117.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE007Z | 0 | 0.14730E-06 | 452105.7 | 3743120.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0080 | 0 | 0.14730E-06 | 452111.1 | 3743123.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0081 | 0 | 0.14730E-06 | 452116.5 | 3743125.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0082 | 0 | 0.14730E-06 | 452122.0 | 3743128.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8EWE0083 | 0 | 0.14730E-06 | 452127.4 | 3743130.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0084 | 0 | 0.14730E-06 | 452132.8 | 3743133.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0085 | 0 | 0.14730E-06 | 452138.2 | 3743136.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0086 | 0 | 0.14730E-06 | 452143.6 | 3743138.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0087 | 0 | 0.14730E-06 | 452149.0 | 3743141.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0088 | 0 | 0.14730E-06 | 452154.5 | 3743143.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0089 | 0 | 0.14730E-06 | 452159.9 | 3743146.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008A | 0 | 0.14730E-06 | 452165.3 | 3743148.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008B | 0 | 0.14730E-06 | 452170.7 | 3743151.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008C | 0 | 0.14730E-06 | 452176.2 | 3743154.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008D | 0 | 0.14730E-06 | 452181.6 | 3743156.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008E | 0 | 0.14730E-06 | 452187.0 | 3743159.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008F | 0 | 0.14730E-06 | 452192.4 | 3743161.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008G | 0 | 0.14730E-06 | 452197.8 | 3743164.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008H | 0 | 0.14730E-06 | 452203.3 | 3743166.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008I | 0 | 0.14730E-06 | 452208.7 | 3743169.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008J | 0 | 0.14730E-06 | 452214.1 | 3743172.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008K | 0 | 0.14730E-06 | 452219.5 | 3743174.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008L | 0 | 0.14730E-06 | 452224.9 | 3743177.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008M | 0 | 0.14730E-06 | 452230.4 | 3743179.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008N | 0 | 0.14730E-06 | 452235.8 | 3743182.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008O | 0 | 0.14730E-06 | 452241.2 | 3743184.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008P | 0 | 0.14730E-06 | 452246.6 | 3743187.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008Q | 0 | 0.14730E-06 | 452252.0 | 3743190.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008R | 0 | 0.14730E-06 | 452257.5 | 3743192.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008S | 0 | 0.14730E-06 | 452262.9 | 3743195.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008T | 0 | 0.14730E-06 | 452268.3 | 3743197.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008U | 0 | 0.14730E-06 | 452273.7 | 3743200.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008V | 0 | 0.14730E-06 | 452279.2 | 3743202.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008W | 0 | 0.14730E-06 | 452284.6 | 3743205.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008X | 0 | 0.14730E-06 | 452290.0 | 3743208.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008Y | 0 | 0.14730E-06 | 452295.4 | 3743210.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE008Z | 0 | 0.14730E-06 | 452300.8 | 3743213.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0090 | 0 | 0.14730E-06 | 452306.2 | 3743215.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0091 | 0 | 0.14730E-06 | 452311.6 | 3743218.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE0092 | 0 | 0.14730E-06 | 452317.0 | 3743221.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE0093 | 0 | 0.14730E-06 | 452322.4 | 3743223.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0094 | 0 | 0.14730E-06 | 452327.8 | 3743226.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0095 | 0 | 0.14730E-06 | 452333.2 | 3743228.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0096 | 0 | 0.14730E-06 | 452338.6 | 3743231.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0097 | 0 | 0.14730E-06 | 452344.0 | 3743234.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0098 | 0 | 0.14730E-06 | 452348.7 | 3743237.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE0099 | 0 | 0.14730E-06 | 452353.4 | 3743241.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009A | 0 | 0.14730E-06 | 452358.0 | 3743245.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009B | 0 | 0.14730E-06 | 452362.7 | 3743249.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009C | 0 | 0.14730E-06 | 452367.3 | 3743253.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009D | 0 | 0.14730E-06 | 452371.9 | 3743256.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009E | 0 | 0.14730E-06 | 452376.6 | 3743260.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009F | 0 | 0.14730E-06 | 452381.2 | 3743264.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009G | 0 | 0.14730E-06 | 452385.9 | 3743268.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009H | 0 | 0.14730E-06 | 452390.5 | 3743272.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009I | 0 | 0.14730E-06 | 452395.1 | 3743275.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009L | 0 | 0.14730E-06 | 452405.9 | 3743273.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009M | 0 | 0.14730E-06 | 452410.3 | 3743269.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009N | 0 | 0.14730E-06 | 452414.7 | 3743265.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009O | 0 | 0.14730E-06 | 452419.1 | 3743261.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009P | 0 | 0.14730E-06 | 452423.5 | 3743257.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009Q | 0 | 0.14730E-06 | 452427.9 | 3743253.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009R | 0 | 0.14730E-06 | 452432.3 | 3743249.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009S | 0 | 0.14730E-06 | 452436.7 | 3743245.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009T | 0 | 0.14730E-06 | 452441.1 | 3743240.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009U | 0 | 0.14730E-06 | 452445.5 | 3743236.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009V | 0 | 0.14730E-06 | 452449.9 | 3743232.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009W | 0 | 0.14730E-06 | 452454.3 | 3743228.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009X | 0 | 0.14730E-06 | 452458.7 | 3743224.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009Y | 0 | 0.14730E-06 | 452463.1 | 3743220.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE009Z | 0 | 0.14730E-06 | 452467.5 | 3743216.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A0 | 0 | 0.14730E-06 | 452471.9 | 3743212.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A1 | 0 | 0.14730E-06 | 452476.3 | 3743208.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A2 | 0 | 0.14730E-06 | 452480.7 | 3743204.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A3 | 0 | 0.14730E-06 | 452485.1 | 3743200.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A4 | 0 | 0.14730E-06 | 452489.5 | 3743196.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A5 | 0 | 0.14730E-06 | 452493.9 | 3743192.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A6 | 0 | 0.14730E-06 | 452498.3 | 3743187.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A7 | 0 | 0.14730E-06 | 452502.7 | 3743183.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00A8 | 0 | 0.14730E-06 | 452507.2 | 3743179.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00A9 | 0 | 0.14730E-06 | 452512.0 | 3743176.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AA | 0 | 0.14730E-06 | 452516.7 | 3743172.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AB | 0 | 0.14730E-06 | 452521.5 | 3743168.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AC | 0 | 0.14730E-06 | 452526.3 | 3743165.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AD | 0 | 0.14730E-06 | 452531.0 | 3743161.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AE | 0 | 0.14730E-06 | 452535.8 | 3743158.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AF | 0 | 0.14730E-06 | 452540.6 | 3743154.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AG | 0 | 0.14730E-06 | 452545.3 | 3743150.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AH | 0 | 0.14730E-06 | 452550.1 | 3743147.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AI | 0 | 0.14730E-06 | 452554.9 | 3743143.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AJ | 0 | 0.14730E-06 | 452559.4 | 3743139.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AK | 0 | 0.14730E-06 | 452562.9 | 3743134.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AL | 0 | 0.14730E-06 | 452566.4 | 3743129.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AM | 0 | 0.14730E-06 | 452569.9 | 3743124.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AN | 0 | 0.14730E-06 | 452573.4 | 3743120.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AO | 0 | 0.14730E-06 | 452577.0 | 3743115.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AP | 0 | 0.14730E-06 | 452580.5 | 3743110.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AQ | 0 | 0.14730E-06 | 452584.0 | 3743105.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AR | 0 | 0.14730E-06 | 452587.5 | 3743100.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AS | 0 | 0.14730E-06 | 452591.0 | 3743095.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AT | 0 | 0.14730E-06 | 452594.5 | 3743090.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AU | 0 | 0.14730E-06 | 452598.0 | 3743086.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AV | 0 | 0.14730E-06 | 452601.5 | 3743081.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AW | 0 | 0.14730E-06 | 452605.0 | 3743076.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AX | 0 | 0.14730E-06 | 452608.6 | 3743071.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AY | 0 | 0.14730E-06 | 452612.1 | 3743066.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00AZ | 0 | 0.14730E-06 | 452615.6 | 3743061.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B0 | 0 | 0.14730E-06 | 452619.1 | 3743056.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B1 | 0 | 0.14730E-06 | 452622.6 | 3743052.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B2 | 0 | 0.14730E-06 | 452626.1 | 3743047.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B3 | 0 | 0.14730E-06 | 452629.6 | 3743042.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B4 | 0 | 0.14730E-06 | 452633.1 | 3743037.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B5 | 0 | 0.14730E-06 | 452636.6 | 3743032.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B6 | 0 | 0.14730E-06 | 452639.3 | 3743027.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B7 | 0 | 0.14730E-06 | 452642.0 | 3743021.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B8 | 0 | 0.14730E-06 | 452644.8 | 3743016.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00B9 | 0 | 0.14730E-06 | 452647.5 | 3743011.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BA | 0 | 0.14730E-06 | 452650.3 | 3743005.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BB | 0 | 0.14730E-06 | 452653.0 | 3743000.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BC | 0 | 0.14730E-06 | 452655.7 | 3742995.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00BD | 0 | 0.14730E-06 | 452658.5 | 3742989.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BE | 0 | 0.14730E-06 | 452661.2 | 3742984.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BF | 0 | 0.14730E-06 | 452663.9 | 3742979.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BG | 0 | 0.14730E-06 | 452666.7 | 3742973.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BH | 0 | 0.14730E-06 | 452669.4 | 3742968.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BI | 0 | 0.14730E-06 | 452672.1 | 3742963.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BJ | 0 | 0.14730E-06 | 452674.9 | 3742957.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BK | 0 | 0.14730E-06 | 452677.6 | 3742952.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BL | 0 | 0.14730E-06 | 452680.4 | 3742947.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BM | 0 | 0.14730E-06 | 452683.1 | 3742941.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BN | 0 | 0.14730E-06 | 452685.8 | 3742936.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BO | 0 | 0.14730E-06 | 452688.6 | 3742931.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BP | 0 | 0.14730E-06 | 452691.3 | 3742925.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BQ | 0 | 0.14730E-06 | 452694.0 | 3742920.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BR | 0 | 0.14730E-06 | 452696.8 | 3742915.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BS | 0 | 0.14730E-06 | 452699.5 | 3742909.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BT | 0 | 0.14730E-06 | 452702.2 | 3742904.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BU | 0 | 0.14730E-06 | 452705.0 | 3742899.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BV | 0 | 0.14730E-06 | 452707.7 | 3742893.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BW | 0 | 0.14730E-06 | 452710.5 | 3742888.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BX | 0 | 0.14730E-06 | 452713.2 | 3742883.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BY | 0 | 0.14730E-06 | 452715.9 | 3742877.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00BZ | 0 | 0.14730E-06 | 452718.7 | 3742872.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C0 | 0 | 0.14730E-06 | 452721.4 | 3742866.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C1 | 0 | 0.14730E-06 | 452724.1 | 3742861.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C2 | 0 | 0.14730E-06 | 452726.9 | 3742856.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C3 | 0 | 0.14730E-06 | 452729.6 | 3742850.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C4 | 0 | 0.14730E-06 | 452732.3 | 3742845.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00C5 | 0 | 0.14730E-06 | 452735.1 | 3742840.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8EWE00C6 | 0 | 0.14730E-06 | 452737.8 | 3742834.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00C7 | 0 | 0.14730E-06 | 452740.6 | 3742829.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00C8 | 0 | 0.14730E-06 | 452743.5 | 3742824.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00C9 | 0 | 0.14730E-06 | 452746.5 | 3742819.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CA | 0 | 0.14730E-06 | 452749.5 | 3742814.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CB | 0 | 0.14730E-06 | 452752.5 | 3742808.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CC | 0 | 0.14730E-06 | 452755.6 | 3742803.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CD | 0 | 0.14730E-06 | 452758.6 | 3742798.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CE | 0 | 0.14730E-06 | 452761.6 | 3742793.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CF | 0 | 0.14730E-06 | 452764.6 | 3742788.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00CG | 0 | 0.14730E-06 | 452767.7 | 3742782.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00CH | 0 | 0.14730E-06 | 452770.7 | 3742777.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CI | 0 | 0.14730E-06 | 452773.7 | 3742772.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CJ | 0 | 0.14730E-06 | 452776.7 | 3742767.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CK | 0 | 0.14730E-06 | 452779.7 | 3742762.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CL | 0 | 0.14730E-06 | 452782.8 | 3742756.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CM | 0 | 0.14730E-06 | 452785.8 | 3742751.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CN | 0 | 0.14730E-06 | 452788.8 | 3742746.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CO | 0 | 0.14730E-06 | 452791.8 | 3742741.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CP | 0 | 0.14730E-06 | 452792.2 | 3742737.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CQ | 0 | 0.14730E-06 | 452786.7 | 3742734.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CR | 0 | 0.14730E-06 | 452781.2 | 3742732.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CS | 0 | 0.14730E-06 | 452775.7 | 3742729.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CT | 0 | 0.14730E-06 | 452770.2 | 3742727.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CU | 0 | 0.14730E-06 | 452764.7 | 3742725.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CV | 0 | 0.14730E-06 | 452759.1 | 3742722.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CW | 0 | 0.14730E-06 | 452753.6 | 3742720.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CX | 0 | 0.14730E-06 | 452748.1 | 3742718.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CY | 0 | 0.14730E-06 | 452742.6 | 3742715.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00CZ | 0 | 0.14730E-06 | 452737.1 | 3742713.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D0 | 0 | 0.14730E-06 | 452731.6 | 3742710.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D1 | 0 | 0.14730E-06 | 452726.1 | 3742708.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D2 | 0 | 0.14730E-06 | 452720.6 | 3742706.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D3 | 0 | 0.14730E-06 | 452715.1 | 3742703.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D4 | 0 | 0.14730E-06 | 452709.6 | 3742701.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D5 | 0 | 0.14730E-06 | 452704.1 | 3742699.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D6 | 0 | 0.14730E-06 | 452698.6 | 3742696.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D7 | 0 | 0.14730E-06 | 452693.1 | 3742694.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D8 | 0 | 0.14730E-06 | 452687.6 | 3742691.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00D9 | 0 | 0.14730E-06 | 452682.1 | 3742689.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DA | 0 | 0.14730E-06 | 452676.5 | 3742687.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DB | 0 | 0.14730E-06 | 452671.0 | 3742684.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DC | 0 | 0.14730E-06 | 452665.5 | 3742682.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DD | 0 | 0.14730E-06 | 452660.0 | 3742679.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DE | 0 | 0.14730E-06 | 452654.5 | 3742677.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DF | 0 | 0.14730E-06 | 452649.0 | 3742675.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DG | 0 | 0.14730E-06 | 452643.5 | 3742672.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DH | 0 | 0.14730E-06 | 452638.0 | 3742670.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DI | 0 | 0.14730E-06 | 452632.5 | 3742668.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DJ | 0 | 0.14730E-06 | 452627.0 | 3742665.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DK | 0 | 0.14730E-06 | 452621.5 | 3742663.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00DL | 0 | 0.14730E-06 | 452616.0 | 3742660.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DM | 0 | 0.14730E-06 | 452610.5 | 3742658.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DN | 0 | 0.14730E-06 | 452605.0 | 3742656.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DO | 0 | 0.14730E-06 | 452599.4 | 3742653.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DP | 0 | 0.14730E-06 | 452593.9 | 3742651.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DQ | 0 | 0.14730E-06 | 452588.4 | 3742648.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DR | 0 | 0.14730E-06 | 452582.9 | 3742646.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DS | 0 | 0.14730E-06 | 452577.4 | 3742644.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DT | 0 | 0.14730E-06 | 452571.9 | 3742641.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DU | 0 | 0.14730E-06 | 452566.4 | 3742639.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DV | 0 | 0.14730E-06 | 452560.9 | 3742637.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DW | 0 | 0.14730E-06 | 452555.4 | 3742634.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DX | 0 | 0.14730E-06 | 452549.9 | 3742632.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DY | 0 | 0.14730E-06 | 452544.4 | 3742629.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00DZ | 0 | 0.14730E-06 | 452538.9 | 3742627.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 8EWE00E0 | 0 | 0.14730E-06 | 452533.4 | 3742625.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E1 | 0 | 0.14730E-06 | 452527.9 | 3742622.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E2 | 0 | 0.14730E-06 | 452522.3 | 3742620.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E3 | 0 | 0.14730E-06 | 452516.8 | 3742618.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E4 | 0 | 0.14730E-06 | 452511.3 | 3742615.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E5 | 0 | 0.14730E-06 | 452505.8 | 3742613.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E6 | 0 | 0.14730E-06 | 452500.3 | 3742610.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E7 | 0 | 0.14730E-06 | 452494.8 | 3742608.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E8 | 0 | 0.14730E-06 | 452489.3 | 3742606.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00E9 | 0 | 0.14730E-06 | 452483.7 | 3742603.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EA | 0 | 0.14730E-06 | 452478.2 | 3742601.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EB | 0 | 0.14730E-06 | 452472.7 | 3742599.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EC | 0 | 0.14730E-06 | 452467.2 | 3742596.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00ED | 0 | 0.14730E-06 | 452461.7 | 3742594.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EE | 0 | 0.14730E-06 | 452456.2 | 3742592.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EF | 0 | 0.14730E-06 | 452450.7 | 3742589.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EG | 0 | 0.14730E-06 | 452445.1 | 3742587.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EH | 0 | 0.14730E-06 | 452439.6 | 3742584.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EI | 0 | 0.14730E-06 | 452434.1 | 3742582.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EJ | 0 | 0.14730E-06 | 452428.6 | 3742580.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EK | 0 | 0.14730E-06 | 452423.1 | 3742577.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EL | 0 | 0.14730E-06 | 452417.6 | 3742575.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EM | 0 | 0.14730E-06 | 452412.1 | 3742573.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EN | 0 | 0.14730E-06 | 452406.5 | 3742570.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO |
| 8EWE00EO | 0 | 0.14730E-06 | 452401.0 | 3742568.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00EP | 0 | 0.14730E-06 | 452395.5 | 3742566.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EQ | 0 | 0.14730E-06 | 452390.0 | 3742563.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00ER | 0 | 0.14730E-06 | 452384.5 | 3742561.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00ES | 0 | 0.14730E-06 | 452379.0 | 3742558.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00ET | 0 | 0.14730E-06 | 452373.4 | 3742556.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EU | 0 | 0.14730E-06 | 452367.9 | 3742554.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EV | 0 | 0.14730E-06 | 452362.4 | 3742551.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EW | 0 | 0.14730E-06 | 452356.9 | 3742549.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EX | 0 | 0.14730E-06 | 452351.4 | 3742547.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EY | 0 | 0.14730E-06 | 452345.9 | 3742544.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00EZ | 0 | 0.14730E-06 | 452340.4 | 3742542.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F0 | 0 | 0.14730E-06 | 452334.8 | 3742540.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F1 | 0 | 0.14730E-06 | 452329.3 | 3742537.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F2 | 0 | 0.14730E-06 | 452323.8 | 3742535.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F3 | 0 | 0.14730E-06 | 452318.3 | 3742532.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F4 | 0 | 0.14730E-06 | 452312.8 | 3742530.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F5 | 0 | 0.14730E-06 | 452307.3 | 3742528.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F6 | 0 | 0.14730E-06 | 452301.8 | 3742525.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F7 | 0 | 0.14730E-06 | 452296.2 | 3742523.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F8 | 0 | 0.14730E-06 | 452290.7 | 3742521.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00F9 | 0 | 0.14730E-06 | 452285.2 | 3742518.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FA | 0 | 0.14730E-06 | 452279.7 | 3742516.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FB | 0 | 0.14730E-06 | 452274.2 | 3742513.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FC | 0 | 0.14730E-06 | 452268.7 | 3742511.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FD | 0 | 0.14730E-06 | 452263.2 | 3742509.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FE | 0 | 0.14730E-06 | 452257.7 | 3742506.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FF | 0 | 0.14730E-06 | 452252.2 | 3742504.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FG | 0 | 0.14730E-06 | 452246.7 | 3742501.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FH | 0 | 0.14730E-06 | 452241.2 | 3742499.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FI | 0 | 0.14730E-06 | 452235.7 | 3742497.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FJ | 0 | 0.14730E-06 | 452230.2 | 3742494.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FK | 0 | 0.14730E-06 | 452224.7 | 3742492.4 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FL | 0 | 0.14730E-06 | 452219.2 | 3742490.0 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FM | 0 | 0.14730E-06 | 452213.7 | 3742487.6 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FN | 0 | 0.14730E-06 | 452208.2 | 3742485.2 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FO | 0 | 0.14730E-06 | 452202.7 | 3742482.8 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FP | 0 | 0.14730E-06 | 452197.2 | 3742480.5 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FQ | 0 | 0.14730E-06 | 452191.7 | 3742478.1 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FR | 0 | 0.14730E-06 | 452186.2 | 3742475.7 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |
| 8EWE00FS | 0 | 0.14730E-06 | 452180.6 | 3742473.3 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 8EWE00FT | 0 | 0.14730E-06 | 452175.1 | 3742470.9 | 0.0 | 2.00 | 2.79 | 1.86 | NO | |

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| SRCGROUP ID | SOURCE IDs |
|---|---|
| ALL | 8EWE002B , 8EWE002C , 8EWE002D , 8EWE002E , 8EWE002F , 8EWE002G , 8EWE002H , 8EWE002I , |
| | 8EWE002J , 8EWE002K , 8EWE002L , 8EWE002M , 8EWE002N , 8EWE002O , 8EWE002P , 8EWE002Q , |
| | 8EWE002R , 8EWE002S , 8EWE002T , 8EWE002U , 8EWE002V , 8EWE002W , 8EWE002X , 8EWE002Y , |
| | 8EWE002Z , 8EWE0030 , 8EWE0031 , 8EWE0032 , 8EWE0033 , 8EWE0034 , 8EWE0035 , 8EWE0036 , |
| | 8EWE0037 , 8EWE0038 , 8EWE0039 , 8EWE003A , 8EWE003B , 8EWE003C , 8EWE003D , 8EWE003E , |
| | 8EWE003F , 8EWE003G , 8EWE003H , 8EWE003I , 8EWE003J , 8EWE003K , 8EWE003L , 8EWE003M , |
| | 8EWE003N , 8EWE003O , 8EWE003P , 8EWE003Q , 8EWE003R , 8EWE003S , 8EWE003T , 8EWE003U , |
| | 8EWE003V , 8EWE003W , 8EWE003X , 8EWE003Y , 8EWE003Z , 8EWE0042 , 8EWE0043 , 8EWE0044 , |
| | 8EWE0045 , 8EWE0046 , 8EWE0047 , 8EWE0048 , 8EWE0049 , 8EWE004A , 8EWE004B , 8EWE004C , |
| | 8EWE004D , 8EWE004E , 8EWE004F , 8EWE004G , 8EWE004H , 8EWE004I , 8EWE004J , 8EWE004K , |
| | 8EWE004L , 8EWE004M , 8EWE004N , 8EWE004O , 8EWE004P , 8EWE004Q , 8EWE004R , 8EWE004S , |
| | 8EWE004T , 8EWE004U , 8EWE004V , 8EWE004W , 8EWE004X , 8EWE004Y , 8EWE004Z , 8EWE0050 , |
| | 8EWE0051 , 8EWE0052 , 8EWE0053 , 8EWE0054 , 8EWE0055 , 8EWE0056 , 8EWE0057 , 8EWE0058 , |
| | 8EWE0059 , 8EWE005A , 8EWE005B , 8EWE005C , 8EWE005D , 8EWE005E , 8EWE005F , 8EWE005G , |
| | 8EWE005H , 8EWE005I , 8EWE005J , 8EWE005K , 8EWE005L , 8EWE005M , 8EWE005N , 8EWE005O , |
| | 8EWE005P , 8EWE005Q , 8EWE005R , 8EWE005S , 8EWE005T , 8EWE005U , 8EWE005V , 8EWE005W , |
| | 8EWE005X , 8EWE005Y , 8EWE005Z , 8EWE0060 , 8EWE0061 , 8EWE0062 , 8EWE0065 , 8EWE0066 , |
| | 8EWE0067 , 8EWE0068 , 8EWE0069 , 8EWE006A , 8EWE006B , 8EWE006C , 8EWE006D , 8EWE006E , |
| | 8EWE006F , 8EWE006G , 8EWE006H , 8EWE006I , 8EWE006J , 8EWE006K , 8EWE006L , 8EWE006M , |
| | 8EWE006N , 8EWE006O , 8EWE006P , 8EWE006Q , 8EWE006R , 8EWE006S , 8EWE006T , 8EWE006U , |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** SOURCE IDs DEFINING SOURCE GROUPS ***

| SRCGROUP ID | SOURCE IDs |
|---|---|
| | 8EWE006V , 8EWE006W , 8EWE006X , 8EWE006Y , 8EWE006Z , 8EWE0070 , 8EWE0071 , 8EWE0072 , |
| | 8EWE0073 , 8EWE0074 , 8EWE0075 , 8EWE0076 , 8EWE0077 , 8EWE0078 , 8EWE0079 , 8EWE007A , |
| | 8EWE007B , 8EWE007C , 8EWE007D , 8EWE007E , 8EWE007F , 8EWE007G , 8EWE007H , 8EWE007I , |
| | 8EWE007J , 8EWE007K , 8EWE007L , 8EWE007M , 8EWE007N , 8EWE007O , 8EWE007P , 8EWE007Q , |
| | 8EWE007R , 8EWE007S , 8EWE007T , 8EWE007U , 8EWE007V , 8EWE007W , 8EWE007X , 8EWE007Y , |
| | 8EWE007Z , 8EWE0080 , 8EWE0081 , 8EWE0082 , 8EWE0083 , 8EWE0084 , 8EWE0085 , 8EWE0086 , |
| | 8EWE0087 , 8EWE0088 , 8EWE0089 , 8EWE008A , 8EWE008B , 8EWE008C , 8EWE008D , 8EWE008E , |
| | 8EWE008F , 8EWE008G , 8EWE008H , 8EWE008I , 8EWE008J , 8EWE008K , 8EWE008L , 8EWE008M , |
| | 8EWE008N , 8EWE008O , 8EWE008P , 8EWE008Q , 8EWE008R , 8EWE008S , 8EWE008T , 8EWE008U , |
| | 8EWE008V , 8EWE008W , 8EWE008X , 8EWE008Y , 8EWE008Z , 8EWE0090 , 8EWE0091 , 8EWE0092 , |
| | 8EWE0093 , 8EWE0094 , 8EWE0095 , 8EWE0096 , 8EWE0097 , 8EWE0098 , 8EWE0099 , 8EWE009A , |
| | 8EWE009B , 8EWE009C , 8EWE009D , 8EWE009E , 8EWE009F , 8EWE009G , 8EWE009H , 8EWE009I , |
| | 8EWE009L , 8EWE009M , 8EWE009N , 8EWE009O , 8EWE009P , 8EWE009Q , 8EWE009R , 8EWE009S , |
| | 8EWE009T , 8EWE009U , 8EWE009V , 8EWE009W , 8EWE009X , 8EWE009Y , 8EWE009Z , 8EWE00A0 , |
| | 8EWE00A1 , 8EWE00A2 , 8EWE00A3 , 8EWE00A4 , 8EWE00A5 , 8EWE00A6 , 8EWE00A7 , 8EWE00A8 , |

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            8EWE00A9    , 8EWE00AA    , 8EWE00AB    , 8EWE00AC    , 8EWE00AD    , 8EWE00AE    , 8EWE00AF    , 8EWE00AG    ,

            8EWE00AH    , 8EWE00AI    , 8EWE00AJ    , 8EWE00AK    , 8EWE00AL    , 8EWE00AM    , 8EWE00AN    , 8EWE00AO    ,

            8EWE00AP    , 8EWE00AQ    , 8EWE00AR    , 8EWE00AS    , 8EWE00AT    , 8EWE00AU    , 8EWE00AV    , 8EWE00AW    ,

            8EWE00AX    , 8EWE00AY    , 8EWE00AZ    , 8EWE00B0    , 8EWE00B1    , 8EWE00B2    , 8EWE00B3    , 8EWE00B4    ,

            8EWE00B5    , 8EWE00B6    , 8EWE00B7    , 8EWE00B8    , 8EWE00B9    , 8EWE00BA    , 8EWE00BB    , 8EWE00BC    ,
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                          ***        11:12:54
                                                                                                                            PAGE  21

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                        *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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            8EWE00BD    , 8EWE00BE    , 8EWE00BF    , 8EWE00BG    , 8EWE00BH    , 8EWE00BI    , 8EWE00BJ    , 8EWE00BK    ,

            8EWE00BL    , 8EWE00BM    , 8EWE00BN    , 8EWE00BO    , 8EWE00BP    , 8EWE00BQ    , 8EWE00BR    , 8EWE00BS    ,

            8EWE00BT    , 8EWE00BU    , 8EWE00BV    , 8EWE00BW    , 8EWE00BX    , 8EWE00BY    , 8EWE00BZ    , 8EWE00C0    ,

            8EWE00C1    , 8EWE00C2    , 8EWE00C3    , 8EWE00C4    , 8EWE00C5    , 8EWE00C6    , 8EWE00C7    , 8EWE00C8    ,

            8EWE00C9    , 8EWE00CA    , 8EWE00CB    , 8EWE00CC    , 8EWE00CD    , 8EWE00CE    , 8EWE00CF    , 8EWE00CG    ,

            8EWE00CH    , 8EWE00CI    , 8EWE00CJ    , 8EWE00CK    , 8EWE00CL    , 8EWE00CM    , 8EWE00CN    , 8EWE00CO    ,

            8EWE00CP    , 8EWE00CQ    , 8EWE00CR    , 8EWE00CS    , 8EWE00CT    , 8EWE00CU    , 8EWE00CV    , 8EWE00CW    ,

            8EWE00CX    , 8EWE00CY    , 8EWE00CZ    , 8EWE00D0    , 8EWE00D1    , 8EWE00D2    , 8EWE00D3    , 8EWE00D4    ,

            8EWE00D5    , 8EWE00D6    , 8EWE00D7    , 8EWE00D8    , 8EWE00D9    , 8EWE00DA    , 8EWE00DB    , 8EWE00DC    ,

            8EWE00DD    , 8EWE00DE    , 8EWE00DF    , 8EWE00DG    , 8EWE00DH    , 8EWE00DI    , 8EWE00DJ    , 8EWE00DK    ,

            8EWE00DL    , 8EWE00DM    , 8EWE00DN    , 8EWE00DO    , 8EWE00DP    , 8EWE00DQ    , 8EWE00DR    , 8EWE00DS    ,

            8EWE00DT    , 8EWE00DU    , 8EWE00DV    , 8EWE00DW    , 8EWE00DX    , 8EWE00DY    , 8EWE00DZ    , 8EWE00E0    ,

            8EWE00E1    , 8EWE00E2    , 8EWE00E3    , 8EWE00E4    , 8EWE00E5    , 8EWE00E6    , 8EWE00E7    , 8EWE00E8    ,

            8EWE00E9    , 8EWE00EA    , 8EWE00EB    , 8EWE00EC    , 8EWE00ED    , 8EWE00EE    , 8EWE00EF    , 8EWE00EG    ,

            8EWE00EH    , 8EWE00EI    , 8EWE00EJ    , 8EWE00EK    , 8EWE00EL    , 8EWE00EM    , 8EWE00EN    , 8EWE00EO    ,

            8EWE00EP    , 8EWE00EQ    , 8EWE00ER    , 8EWE00ES    , 8EWE00ET    , 8EWE00EU    , 8EWE00EV    , 8EWE00EW    ,

            8EWE00EX    , 8EWE00EY    , 8EWE00EZ    , 8EWE00F0    , 8EWE00F1    , 8EWE00F2    , 8EWE00F3    , 8EWE00F4    ,

            8EWE00F5    , 8EWE00F6    , 8EWE00F7    , 8EWE00F8    , 8EWE00F9    , 8EWE00FA    , 8EWE00FB    , 8EWE00FC    ,

            8EWE00FD    , 8EWE00FE    , 8EWE00FF    , 8EWE00FG    , 8EWE00FH    , 8EWE00FI    , 8EWE00FJ    , 8EWE00FK    ,

            8EWE00FL    , 8EWE00FM    , 8EWE00FN    , 8EWE00FO    , 8EWE00FP    , 8EWE00FQ    , 8EWE00FR    , 8EWE00FS    ,
*** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                          ***        04/28/21
*** AERMET - VERSION  14134 ***   ***                                                                          ***        11:12:54
                                                                                                                            PAGE  22

*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL


                                        *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                          SOURCE IDs
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            8EWE00FT    , EJCY30NQ    , EJCY30NR    , EJCY30NS    , EJCY30NT    , EJCY30NU    , EJCY30NV    , EJCY30NW    ,

            EJCY30NX    , T4NZA008    , T4NZA009    , T4NZA00A    , T4NZA00B    , T4NZA00C    , T4NZA00D    , T4NZA00E    ,

            T4NZA00F    , T4NZA00G    , T4NZA00H    , T4NZA00I    , T4NZA00J    , T4NZA00K    , T4NZA00L    , T4NZA00M    ,

            T4NZA00N    , T4NZA00O    , T4NZA00P    , T4NZA00Q    , T4NZA00R    , T4NZA00S    , T4NZA00T    , T4NZA00U    ,

            T4NZA00V    , T4NZA00W    , T4NZA00X    , T4NZA00Y    , T4NZA00Z    , T4NZA010    , IM1GI00L    , IM1GI00N    ,

            IM1GI00P    , IM1GI00Q    , IM1GI00R    , IM1GI00S    , IM1GI00T    , IM1GI00U    , IM1GI00V    , IM1GI00W    ,

            IM1GI00X    , IM1GI00Y    , IM1GI00Z    , IM1GI010    , IM1GI011    , IM1GI012    , IM1GI013    , IM1GI014    ,

            IM1GI015    , IM1GI016    , IM1GI017    , IM1GI018    , IM1GI01C    , IM1GI01D    , IM1GI01E    , IM1GI01F    ,

            IM1GI01G    , IM1GI01H    , IM1GI01I    , IM1GI01J    , IM1GI01K    , IM1GI01L    , IM1GI01M    , IM1GI01N    ,

            IM1GI01O    , IM1GI01S    , IM1GI01T    , IM1GI01U    , IM1GI01V    , IM1GI01W    , IM1GI01X    , IM1GI01Y    ,
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            IM1GI01Z    , IM1GI020    , IM1GI021    , IM1GI022    , IM1GI023    , IM1GI024    , IM1GI025    , IM1GI02K    ,

            IM1GI02L    , IM1GI02M    , IM1GI02N    , IM1GI02O    , IM1GI02P    , IM1GI02Q    , IM1GI02R    , IM1GI02S    ,

            IM1GI02T    , IM1GI02U    , IM1GI02V    , IM1GI02W    , IM1GI02X    , IM1GI02Y    , IM1GI02Z    , IM1GI030    ,

            IM1GI031    , IM1GI032    , IM1GI033    , IM1GI034    , IM1GI035    , IM1GI036    , IM1GI037    , IM1GI038    ,

            IM1GI039    , IM1GI03A    , IM1GI03B    , IM1GI03C    , IM1GI03D    , IM1GI03E    , IM1GI03F    , IM1GI03G    ,

            IM1GI03H    , IM1GI03I    , IM1GI03J    , IM1GI03K    , IM1GI03L    , IM1GI03M    , IM1GI03N    , IM1GI03O    ,

            IM1GI03P    , IM1GI03Q    , IM1GI03R    , IM1GI03S    , IM1GI03T    , IM1GI03U    , IM1GI03V    , IM1GI03W    ,

            IM1GI03X    , IM1GI03Y    , IM1GI03Z    , IM1GI040    , IM1GI041    , IM1GI045    , IM1GI046    , IM1GI048    ,

            IM1GI049    , IM1GI04A    , IM1GI04B    , IM1GI04C    , IM1GI04D    , IM1GI04E    , IM1GI04F    , IM1GI04I    ,

            IM1GI04J    , IM1GI04K    ,
```



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: EJCY30NQ

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 12.0, | 72.3, | 67.3, | -60.3, | 37.0, |
| 3 | 12.0, | 76.2, | 71.9, | -68.6, | 31.9, | 4 | 12.0, | 77.7, | 74.2, | -74.9, | 25.8, |
| 5 | 12.0, | 77.0, | 74.4, | -78.8, | 18.9, | 6 | 12.0, | 73.8, | 72.3, | -80.4, | 11.4, |
| 7 | 12.0, | 68.5, | 67.9, | -79.6, | 3.6, | 8 | 12.0, | 61.0, | 61.5, | -76.3, | -4.3, |
| 9 | 12.0, | 52.2, | 58.1, | -72.8, | -12.3, | 10 | 12.0, | 60.7, | 66.2, | -74.1, | -19.8, |
| 11 | 12.0, | 67.3, | 72.3, | -73.1, | -26.6, | 12 | 12.0, | 71.9, | 76.2, | -70.0, | -32.7, |
| 13 | 12.0, | 74.2, | 77.7, | -64.6, | -37.7, | 14 | 12.0, | 74.4, | 77.0, | -57.4, | -41.6, |
| 15 | 7.0, | 57.9, | 63.2, | -8.1, | 16.9, | 16 | 7.0, | 52.3, | 60.9, | -10.1, | 20.7, |
| 17 | 7.0, | 45.0, | 56.7, | -11.8, | 23.9, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 20 | 12.0, | 72.3, | 67.3, | -7.0, | -37.0, |
| 21 | 12.0, | 76.2, | 71.9, | -3.2, | -31.9, | 22 | 12.0, | 77.7, | 74.2, | 0.6, | -25.8, |
| 23 | 12.0, | 77.0, | 74.4, | 4.5, | -18.9, | 24 | 12.0, | 73.8, | 72.3, | 8.2, | -11.4, |
| 25 | 12.0, | 68.5, | 67.9, | 11.6, | -3.6, | 26 | 12.0, | 61.0, | 61.5, | 14.7, | 4.3, |
| 27 | 12.0, | 52.2, | 58.1, | 14.7, | 12.3, | 28 | 12.0, | 60.7, | 66.2, | 7.9, | 19.8, |
| 29 | 12.0, | 67.3, | 72.3, | 0.9, | 26.6, | 30 | 12.0, | 71.9, | 76.2, | -6.2, | 32.7, |
| 31 | 12.0, | 74.2, | 77.7, | -13.1, | 37.7, | 32 | 12.0, | 74.4, | 77.0, | -19.6, | 41.6, |
| 33 | 7.0, | 57.9, | 63.2, | -55.1, | -16.9, | 34 | 7.0, | 52.3, | 60.9, | -50.8, | -20.7, |
| 35 | 7.0, | 45.0, | 56.7, | -44.9, | -23.9, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NR

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -31.3, | -26.8, | 2 | 12.0, | 72.3, | 67.3, | -55.6, | 38.7, |
| 3 | 12.0, | 76.2, | 71.9, | -64.3, | 34.4, | 4 | 12.0, | 77.7, | 74.2, | -71.0, | 29.0, |
| 5 | 12.0, | 77.0, | 74.4, | -75.6, | 22.7, | 6 | 12.0, | 73.8, | 72.3, | -77.9, | 15.8, |
| 7 | 12.0, | 68.5, | 67.9, | -77.9, | 8.3, | 8 | 12.0, | 61.0, | 61.5, | -75.4, | 0.7, |
| 9 | 12.0, | 52.2, | 58.1, | -72.8, | -7.3, | 10 | 12.0, | 60.7, | 66.2, | -75.0, | -14.8, |
| 11 | 12.0, | 67.3, | 72.3, | -74.8, | -21.9, | 12 | 12.0, | 71.9, | 76.2, | -72.5, | -28.4, |
| 13 | 12.0, | 74.2, | 77.7, | -67.8, | -33.9, | 14 | 12.0, | 74.4, | 77.0, | -61.2, | -38.4, |
| 15 | 12.0, | 72.3, | 73.8, | -52.7, | -41.8, | 16 | 7.0, | 52.3, | 60.9, | -14.8, | 22.4, |
| 17 | 7.0, | 45.0, | 56.7, | -16.8, | 24.7, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -27.0, | 26.8, | 20 | 12.0, | 72.3, | 67.3, | -11.7, | -38.7, |
| 21 | 12.0, | 76.2, | 71.9, | -7.6, | -34.4, | 22 | 12.0, | 77.7, | 74.2, | -3.2, | -29.0, |
| 23 | 12.0, | 77.0, | 74.4, | 1.2, | -22.7, | 24 | 12.0, | 73.8, | 72.3, | 5.7, | -15.8, |
| 25 | 12.0, | 68.5, | 67.9, | 9.9, | -8.3, | 26 | 12.0, | 61.0, | 61.5, | 13.9, | -0.7, |
| 27 | 12.0, | 52.2, | 58.1, | 14.7, | 7.3, | 28 | 12.0, | 60.7, | 66.2, | 8.8, | 14.8, |
| 29 | 12.0, | 67.3, | 72.3, | 2.6, | 21.9, | 30 | 12.0, | 71.9, | 76.2, | -3.7, | 28.4, |
| 31 | 12.0, | 74.2, | 77.7, | -9.9, | 33.9, | 32 | 12.0, | 74.4, | 77.0, | -15.8, | 38.4, |
| 33 | 12.0, | 72.3, | 73.8, | -21.1, | 41.8, | 34 | 7.0, | 52.3, | 60.9, | -46.1, | -22.4, |
| 35 | 7.0, | 45.0, | 56.7, | -39.9, | -24.7, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NS

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -26.4, | -25.8, | 2 | 12.0, | 72.3, | 67.3, | -50.9, | 40.5, |
| 3 | 12.0, | 76.2, | 71.9, | -60.0, | 36.9, | 4 | 12.0, | 77.7, | 74.2, | -67.3, | 32.3, |
| 5 | 12.0, | 77.0, | 74.4, | -72.5, | 26.6, | 6 | 12.0, | 73.8, | 72.3, | -75.5, | 20.2, |
| 7 | 12.0, | 68.5, | 67.9, | -76.2, | 13.1, | 8 | 12.0, | 61.0, | 61.5, | -74.7, | 5.6, |
| 9 | 12.0, | 52.2, | 58.1, | -72.9, | -2.3, | 10 | 12.0, | 60.7, | 66.2, | -75.9, | -9.9, |
| 11 | 12.0, | 67.3, | 72.3, | -76.6, | -17.3, | 12 | 12.0, | 71.9, | 76.2, | -75.0, | -24.1, |
| 13 | 12.0, | 74.2, | 77.7, | -71.1, | -30.1, | 14 | 12.0, | 74.4, | 77.0, | -65.1, | -35.3, |
| 15 | 12.0, | 72.3, | 73.8, | -57.1, | -39.4, | 16 | 7.0, | 52.3, | 60.9, | -19.5, | 24.0, |
| 17 | 7.0, | 45.0, | 56.7, | -21.7, | 25.5, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -31.9, | 25.8, | 20 | 12.0, | 72.3, | 67.3, | -16.4, | -40.5, |
| 21 | 12.0, | 76.2, | 71.9, | -11.9, | -36.9, | 22 | 12.0, | 77.7, | 74.2, | -7.0, | -32.3, |
| 23 | 12.0, | 77.0, | 74.4, | -1.9, | -26.6, | 24 | 12.0, | 73.8, | 72.3, | 3.3, | -20.2, |
| 25 | 12.0, | 68.5, | 67.9, | 8.3, | -13.1, | 26 | 12.0, | 61.0, | 61.5, | 13.1, | -5.6, |
| 27 | 12.0, | 52.2, | 58.1, | 14.8, | 2.3, | 28 | 12.0, | 60.7, | 66.2, | 9.7, | 9.9, |
| 29 | 12.0, | 67.3, | 72.3, | 4.4, | 17.3, | 30 | 12.0, | 71.9, | 76.2, | -1.1, | 24.1, |
| 31 | 12.0, | 74.2, | 77.7, | -6.6, | 30.1, | 32 | 12.0, | 74.4, | 77.0, | -11.9, | 35.3, |
| 33 | 12.0, | 72.3, | 73.8, | -16.8, | 39.4, | 34 | 7.0, | 52.3, | 60.9, | -41.3, | -24.0, |
| 35 | 7.0, | 45.0, | 56.7, | -35.0, | -25.5, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NT

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -21.5, | -24.9, | 2 | 7.0, | 53.5, | 62.1, | -19.1, | -23.3, |
| 3 | 12.0, | 76.2, | 71.9, | -55.7, | 39.4, | 4 | 12.0, | 77.7, | 74.2, | -63.4, | 35.5, |
| 5 | 12.0, | 77.0, | 74.4, | -69.3, | 30.4, | 6 | 12.0, | 73.8, | 72.3, | -73.0, | 24.5, |
| 7 | 12.0, | 68.5, | 67.9, | -74.5, | 17.8, | 8 | 12.0, | 61.0, | 61.5, | -73.8, | 10.5, |
| 9 | 12.0, | 52.2, | 58.1, | -72.9, | 2.7, | 10 | 12.0, | 60.7, | 66.2, | -76.8, | -5.0, |
| 11 | 12.0, | 67.3, | 72.3, | -78.3, | -12.6, | 12 | 12.0, | 71.9, | 76.2, | -77.5, | -19.7, |
| 13 | 12.0, | 74.2, | 77.7, | -74.4, | -26.3, | 14 | 12.0, | 74.4, | 77.0, | -68.9, | -32.1, |
| 15 | 12.0, | 72.3, | 73.8, | -61.4, | -36.9, | 16 | 7.0, | 52.3, | 60.9, | -24.2, | 25.7, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -36.9, | 24.9, | 20 | 7.0, | 53.5, | 62.1, | -43.0, | 23.3, |
| 21 | 12.0, | 76.2, | 71.9, | -16.2, | -39.4, | 22 | 12.0, | 77.7, | 74.2, | -10.8, | -35.5, |
| 23 | 12.0, | 77.0, | 74.4, | -5.1, | -30.4, | 24 | 12.0, | 73.8, | 72.3, | 0.8, | -24.5, |
| 25 | 12.0, | 68.5, | 67.9, | 6.6, | -17.8, | 26 | 12.0, | 61.0, | 61.5, | 12.2, | -10.5, |
| 27 | 12.0, | 52.2, | 58.1, | 14.8, | -2.7, | 28 | 12.0, | 60.7, | 66.2, | 10.6, | 5.0, |
| 29 | 12.0, | 67.3, | 72.3, | 6.1, | 12.6, | 30 | 12.0, | 71.9, | 76.2, | 1.4, | 19.7, |
| 31 | 12.0, | 74.2, | 77.7, | -3.4, | 26.3, | 32 | 12.0, | 74.4, | 77.0, | -8.0, | 32.1, |
| 33 | 12.0, | 72.3, | 73.8, | -12.4, | 36.9, | 34 | 7.0, | 52.3, | 60.9, | -36.6, | -25.7, |
| 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 NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: EJCY30NU

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -16.5, | -24.1, | 2 | 7.0, | 53.5, | 62.1, | -14.4, | -21.6, |
| 3 | 12.0, | 76.2, | 71.9, | -51.3, | 41.9, | 4 | 12.0, | 77.7, | 74.2, | -59.6, | 38.7, |
| 5 | 12.0, | 77.0, | 74.4, | -66.1, | 34.3, | 6 | 12.0, | 73.8, | 72.3, | -70.5, | 28.8, |
| 7 | 12.0, | 68.5, | 67.9, | -72.8, | 22.5, | 8 | 12.0, | 61.0, | 61.5, | -72.9, | 15.4, |
| 9 | 12.0, | 52.2, | 58.1, | -72.9, | 7.7, | 10 | 12.0, | 60.7, | 66.2, | -77.7, | -0.1, |
| 11 | 12.0, | 67.3, | 72.3, | -80.1, | -7.9, | 12 | 12.0, | 71.9, | 76.2, | -80.0, | -15.4, |
| 13 | 12.0, | 74.2, | 77.7, | -77.6, | -22.5, | 14 | 12.0, | 74.4, | 77.0, | -72.8, | -28.9, |
| 15 | 12.0, | 72.3, | 73.8, | -65.7, | -34.4, | 16 | 12.0, | 67.9, | 68.5, | -56.7, | -38.8, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -41.8, | 24.1, | 20 | 7.0, | 53.5, | 62.1, | -47.7, | 21.6, |
| 21 | 12.0, | 76.2, | 71.9, | -20.5, | -41.9, | 22 | 12.0, | 77.7, | 74.2, | -14.6, | -38.7, |
| 23 | 12.0, | 77.0, | 74.4, | -8.3, | -34.3, | 24 | 12.0, | 73.8, | 72.3, | -1.7, | -28.8, |
| 25 | 12.0, | 68.5, | 67.9, | 4.9, | -22.5, | 26 | 12.0, | 61.0, | 61.5, | 11.4, | -15.4, |
| 27 | 12.0, | 52.2, | 58.1, | 14.8, | -7.7, | 28 | 12.0, | 60.7, | 66.2, | 11.5, | 0.1, |
| 29 | 12.0, | 67.3, | 72.3, | 7.8, | 7.9, | 30 | 12.0, | 71.9, | 76.2, | 3.9, | 15.4, |
| 31 | 12.0, | 74.2, | 77.7, | -0.2, | 22.5, | 32 | 12.0, | 74.4, | 77.0, | -4.2, | 28.9, |
| 33 | 12.0, | 72.3, | 73.8, | -8.1, | 34.4, | 34 | 12.0, | 67.9, | 68.5, | -11.8, | 38.8, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NV

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -11.6, | -23.1, | 2 | 7.0, | 53.5, | 62.1, | -9.7, | -19.8, |
| 3 | 7.0, | 58.7, | 63.9, | -7.5, | -15.9, | 4 | 12.0, | 77.7, | 74.2, | -55.8, | 42.0, |
| 5 | 12.0, | 77.0, | 74.4, | -62.9, | 38.2, | 6 | 12.0, | 73.8, | 72.3, | -68.1, | 33.2, |
| 7 | 12.0, | 68.5, | 67.9, | -71.2, | 27.2, | 8 | 12.0, | 61.0, | 61.5, | -72.1, | 20.4, |
| 9 | 12.0, | 52.2, | 58.1, | -73.0, | 12.7, | 10 | 12.0, | 60.7, | 66.2, | -78.6, | 4.8, |
| 11 | 12.0, | 67.3, | 72.3, | -81.9, | -3.2, | 12 | 12.0, | 71.9, | 76.2, | -82.6, | -11.1, |
| 13 | 12.0, | 74.2, | 77.7, | -80.9, | -18.7, | 14 | 12.0, | 74.4, | 77.0, | -76.6, | -25.7, |
| 15 | 12.0, | 72.3, | 73.8, | -70.1, | -32.0, | 16 | 12.0, | 67.9, | 68.5, | -61.4, | -37.2, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -46.7, | 23.1, | 20 | 7.0, | 53.5, | 62.1, | -52.4, | 19.8, |
| 21 | 7.0, | 58.7, | 63.9, | -56.4, | 15.9, | 22 | 12.0, | 77.7, | 74.2, | -18.4, | -42.0, |
| 23 | 12.0, | 77.0, | 74.4, | -11.5, | -38.2, | 24 | 12.0, | 73.8, | 72.3, | -4.2, | -33.2, |
| 25 | 12.0, | 68.5, | 67.9, | 3.3, | -27.2, | 26 | 12.0, | 61.0, | 61.5, | 10.6, | -20.4, |
| 27 | 12.0, | 52.2, | 58.1, | 14.9, | -12.7, | 28 | 12.0, | 60.7, | 66.2, | 12.4, | -4.8, |
| 29 | 12.0, | 67.3, | 72.3, | 9.6, | 3.2, | 30 | 12.0, | 71.9, | 76.2, | 6.5, | 11.1, |
| 31 | 12.0, | 74.2, | 77.7, | 3.1, | 18.7, | 32 | 12.0, | 74.4, | 77.0, | -0.3, | 25.7, |
| 33 | 12.0, | 72.3, | 73.8, | -3.7, | 32.0, | 34 | 12.0, | 67.9, | 68.5, | -7.0, | 37.2, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NW

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -6.7, | -22.2, | 2 | 7.0, | 53.5, | 62.1, | -5.0, | -18.1, |
| 3 | 7.0, | 58.7, | 63.9, | -3.1, | -13.4, | 4 | 7.0, | 62.1, | 63.8, | -1.2, | -8.2, |
| 5 | 12.0, | 77.0, | 74.4, | -59.7, | 42.0, | 6 | 12.0, | 73.8, | 72.3, | -65.6, | 37.5, |
| 7 | 12.0, | 68.5, | 67.9, | -69.5, | 31.9, | 8 | 12.0, | 61.0, | 61.5, | -71.3, | 25.3, |
| 9 | 12.0, | 52.2, | 58.1, | -73.0, | 17.7, | 10 | 12.0, | 60.7, | 66.2, | -79.5, | 9.8, |
| 11 | 12.0, | 67.3, | 72.3, | -83.6, | 1.5, | 12 | 12.0, | 71.9, | 76.2, | -85.1, | -6.8, |
| 13 | 12.0, | 74.2, | 77.7, | -84.1, | -14.9, | 14 | 12.0, | 74.4, | 77.0, | -80.5, | -22.5, |
| 15 | 12.0, | 72.3, | 73.8, | -74.4, | -29.5, | 16 | 12.0, | 67.9, | 68.5, | -66.1, | -35.5, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -51.6, | 22.2, | 20 | 7.0, | 53.5, | 62.1, | -57.1, | 18.1, |
| 21 | 7.0, | 58.7, | 63.9, | -60.8, | 13.4, | 22 | 7.0, | 62.1, | 63.8, | -62.6, | 8.2, |
| 23 | 12.0, | 77.0, | 74.4, | -14.7, | -42.0, | 24 | 12.0, | 73.8, | 72.3, | -6.7, | -37.5, |
| 25 | 12.0, | 68.5, | 67.9, | 1.6, | -31.9, | 26 | 12.0, | 61.0, | 61.5, | 9.7, | -25.3, |
| 27 | 12.0, | 52.2, | 58.1, | 14.9, | -17.7, | 28 | 12.0, | 60.7, | 66.2, | 13.3, | -9.8, |
| 29 | 12.0, | 67.3, | 72.3, | 11.3, | -1.5, | 30 | 12.0, | 71.9, | 76.2, | 9.0, | 6.8, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | 12.0, | 74.2, | 77.7, | 6.3, | 14.9, | 32 | 12.0, | 74.4, | 77.0, | 3.5, | 22.5, |
| 33 | 12.0, | 72.3, | 73.8, | 0.6, | 29.5, | 34 | 12.0, | 67.9, | 68.5, | -2.3, | 35.5, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: EJCY30NX

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 7.0, | 46.6, | 58.3, | -1.8, | -21.4, | 2 | 7.0, | 53.5, | 62.1, | -0.3, | -16.4, |
| 3 | 7.0, | 58.7, | 63.9, | 1.2, | -10.9, | 4 | 7.0, | 62.1, | 63.8, | 2.6, | -5.0, |
| 5 | 7.0, | 63.6, | 61.8, | 4.0, | 1.0, | 6 | 12.0, | 73.8, | 72.3, | -63.1, | 41.8, |
| 7 | 12.0, | 68.5, | 67.9, | -67.8, | 36.6, | 8 | 12.0, | 61.0, | 61.5, | -70.4, | 30.2, |
| 9 | 12.0, | 52.2, | 58.1, | -73.0, | 22.7, | 10 | 12.0, | 60.7, | 66.2, | -80.4, | 14.7, |
| 11 | 12.0, | 67.3, | 72.3, | -85.3, | 6.2, | 12 | 12.0, | 71.9, | 76.2, | -87.6, | -2.5, |
| 13 | 12.0, | 74.2, | 77.7, | -87.3, | -11.1, | 14 | 12.0, | 74.4, | 77.0, | -84.3, | -19.3, |
| 15 | 12.0, | 72.3, | 73.8, | -78.8, | -27.0, | 16 | 12.0, | 67.9, | 68.5, | -70.8, | -33.8, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 7.0, | 46.6, | 58.3, | -56.5, | 21.4, | 20 | 7.0, | 53.5, | 62.1, | -61.8, | 16.4, |
| 21 | 7.0, | 58.7, | 63.9, | -65.1, | 10.9, | 22 | 7.0, | 62.1, | 63.8, | -66.5, | 5.0, |
| 23 | 7.0, | 63.6, | 61.8, | -65.8, | -1.0, | 24 | 12.0, | 73.8, | 72.3, | -9.2, | -41.8, |
| 25 | 12.0, | 68.5, | 67.9, | -0.2, | -36.6, | 26 | 12.0, | 61.0, | 61.5, | 8.9, | -30.2, |
| 27 | 12.0, | 52.2, | 58.1, | 14.9, | -22.7, | 28 | 12.0, | 60.7, | 66.2, | 14.2, | -14.7, |
| 29 | 12.0, | 67.3, | 72.3, | 13.0, | -6.2, | 30 | 12.0, | 71.9, | 76.2, | 11.5, | 2.5, |
| 31 | 12.0, | 74.2, | 77.7, | 9.6, | 11.1, | 32 | 12.0, | 74.4, | 77.0, | 7.4, | 19.3, |
| 33 | 12.0, | 72.3, | 73.8, | 4.9, | 27.0, | 34 | 12.0, | 67.9, | 68.5, | 2.4, | 33.8, |
| 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 NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA008

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -89.6, | -6.8, | 2 | 12.0, | 127.6, | 90.3, | -80.6, | -13.2, |
| 3 | 12.0, | 125.5, | 73.0, | -69.3, | -19.2, | 4 | 12.0, | 119.5, | 53.5, | -55.8, | -24.7, |
| 5 | 12.0, | 124.7, | 64.6, | -56.7, | -28.7, | 6 | 12.0, | 128.4, | 82.8, | -60.3, | -32.5, |
| 7 | 12.0, | 128.2, | 98.3, | -62.0, | -35.3, | 8 | 12.0, | 124.1, | 111.0, | -61.9, | -37.0, |
| 9 | 12.0, | 116.3, | 120.2, | -59.9, | -37.6, | 10 | 12.0, | 104.9, | 125.8, | -56.1, | -37.1, |
| 11 | 12.0, | 90.3, | 127.6, | -50.5, | -35.5, | 12 | 12.0, | 73.0, | 125.5, | -43.5, | -32.8, |
| 13 | 12.0, | 53.5, | 119.5, | -35.1, | -29.0, | 14 | 12.0, | 64.6, | 124.7, | -33.7, | -24.4, |
| 15 | 12.0, | 82.8, | 128.4, | -31.8, | -18.9, | 16 | 12.0, | 98.3, | 128.2, | -28.8, | -12.9, |
| 17 | 12.0, | 111.0, | 124.1, | -25.1, | -6.4, | 18 | 12.0, | 120.2, | 116.3, | -20.5, | 0.2, |
| 19 | 12.0, | 125.8, | 104.9, | -15.3, | 6.8, | 20 | 12.0, | 127.6, | 90.3, | -9.7, | 13.2, |
| 21 | 12.0, | 125.5, | 73.0, | -3.8, | 19.2, | 22 | 12.0, | 119.5, | 53.5, | 2.3, | 24.7, |
| 23 | 12.0, | 124.7, | 64.6, | -8.0, | 28.7, | 24 | 12.0, | 128.4, | 82.8, | -22.5, | 32.5, |
| 25 | 12.0, | 128.2, | 98.3, | -36.3, | 35.3, | 26 | 12.0, | 124.1, | 111.0, | -49.0, | 37.0, |
| 27 | 12.0, | 116.3, | 120.2, | -60.3, | 37.6, | 28 | 12.0, | 104.9, | 125.8, | -69.7, | 37.1, |
| 29 | 12.0, | 90.3, | 127.6, | -77.0, | 35.5, | 30 | 12.0, | 73.0, | 125.5, | -82.0, | 32.8, |
| 31 | 12.0, | 53.5, | 119.5, | -84.4, | 29.0, | 32 | 12.0, | 64.6, | 124.7, | -91.0, | 24.4, |
| 33 | 12.0, | 82.8, | 128.4, | -96.7, | 18.9, | 34 | 12.0, | 98.3, | 128.2, | -99.4, | 12.9, |
| 35 | 12.0, | 111.0, | 124.1, | -99.1, | 6.4, | 36 | 12.0, | 120.2, | 116.3, | -95.8, | -0.2, |

SOURCE ID: T4NZA009

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -54.3, | 49.5, | 2 | 12.0, | 127.6, | 90.3, | -55.7, | 48.3, |
| 3 | 12.0, | 125.5, | 73.0, | -55.4, | 45.7, | 4 | 12.0, | 119.5, | 53.5, | -53.4, | 41.7, |
| 5 | 12.0, | 124.7, | 64.6, | -65.8, | 37.1, | 6 | 12.0, | 128.4, | 82.8, | -80.7, | 30.7, |
| 7 | 12.0, | 128.2, | 98.3, | -93.1, | 23.4, | 8 | 12.0, | 124.1, | 111.0, | -102.7, | 15.4, |
| 9 | 12.0, | 116.3, | 120.2, | -109.2, | 6.8, | 10 | 12.0, | 104.9, | 125.8, | -112.3, | -1.9, |
| 11 | 12.0, | 90.3, | 127.6, | -112.1, | -10.5, | 12 | 12.0, | 73.0, | 125.5, | -108.4, | -18.9, |
| 13 | 12.0, | 53.5, | 119.5, | -101.5, | -26.6, | 14 | 12.0, | 64.6, | 124.7, | -99.5, | -33.5, |
| 15 | 12.0, | 82.8, | 128.4, | -94.9, | -39.3, | 16 | 12.0, | 98.3, | 128.2, | -87.5, | -44.0, |
| 17 | 12.0, | 111.0, | 124.1, | -77.4, | -47.2, | 18 | 12.0, | 120.2, | 116.3, | -65.0, | -49.1, |
| 19 | 12.0, | 125.8, | 104.9, | -50.6, | -49.5, | 20 | 12.0, | 127.6, | 90.3, | -34.6, | -48.3, |
| 21 | 12.0, | 125.5, | 73.0, | -17.6, | -45.7, | 22 | 12.0, | 119.5, | 53.5, | -0.1, | -41.7, |
| 23 | 12.0, | 124.7, | 64.6, | 1.2, | -37.1, | 24 | 12.0, | 128.4, | 82.8, | -2.0, | -30.7, |
| 25 | 12.0, | 112.5, | 170.7, | -226.5, | 53.3, | 26 | 12.0, | 124.1, | 111.0, | -8.2, | -15.4, |
| 27 | 12.0, | 116.3, | 120.2, | -11.0, | -6.8, | 28 | 12.0, | 104.9, | 125.8, | -13.4, | 1.9, |
| 29 | 12.0, | 90.3, | 127.6, | -15.5, | 10.5, | 30 | 12.0, | 73.0, | 125.5, | -17.0, | 18.9, |
| 31 | 12.0, | 53.5, | 119.5, | -18.1, | 26.6, | 32 | 12.0, | 64.6, | 124.7, | -25.2, | 33.5, |
| 33 | 12.0, | 82.8, | 128.4, | -33.5, | 39.3, | 34 | 12.0, | 98.3, | 128.2, | -40.7, | 44.0, |
| 35 | 12.0, | 111.0, | 124.1, | -46.7, | 47.2, | 36 | 12.0, | 120.2, | 116.3, | -51.3, | 49.1, |

SOURCE ID: T4NZA00A

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -58.3, | 43.6, | 2 | 12.0, | 127.6, | 90.3, | -58.6, | 41.8, |
| 3 | 12.0, | 125.5, | 73.0, | -57.1, | 38.8, | 4 | 12.0, | 119.5, | 53.5, | -53.8, | 34.6, |
| 5 | 12.0, | 124.7, | 64.6, | -65.1, | 30.1, | 6 | 12.0, | 128.4, | 82.8, | -78.8, | 23.9, |
| 7 | 12.0, | 128.2, | 98.3, | -90.0, | 17.1, | 8 | 12.0, | 124.1, | 111.0, | -98.6, | 9.7, |
| 9 | 12.0, | 116.3, | 120.2, | -104.1, | 1.9, | 10 | 12.0, | 104.9, | 125.8, | -106.5, | -5.8, |
| 11 | 12.0, | 90.3, | 127.6, | -105.6, | -13.4, | 12 | 12.0, | 73.0, | 125.5, | -101.5, | -20.6, |
| 13 | 12.0, | 53.5, | 119.5, | -94.4, | -27.1, | 14 | 12.0, | 64.6, | 124.7, | -92.5, | -32.8, |
| 15 | 12.0, | 82.8, | 128.4, | -88.1, | -37.4, | 16 | 12.0, | 98.3, | 128.2, | -81.2, | -40.8, |
| 17 | 12.0, | 111.0, | 124.1, | -71.7, | -43.1, | 18 | 12.0, | 120.2, | 116.3, | -60.1, | -44.0, |
| 19 | 12.0, | 125.8, | 104.9, | -46.6, | -43.6, | 20 | 12.0, | 127.6, | 90.3, | -31.8, | -41.8, |
| 21 | 12.0, | 125.5, | 73.0, | -16.0, | -38.8, | 22 | 12.0, | 119.5, | 53.5, | 0.4, | -34.6, |
| 23 | 12.0, | 124.7, | 64.6, | 0.5, | -30.1, | 24 | 12.0, | 128.4, | 82.8, | -4.0, | -23.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 12.0, | 128.2, | 98.3, | -8.3, | -17.1, | 26 | 12.0, | 124.1, | 111.0, | -12.4, | -9.7, |
| 27 | 12.0, | 116.3, | 120.2, | -16.1, | -1.9, | 28 | 12.0, | 104.9, | 125.8, | -19.3, | 5.8, |
| 29 | 12.0, | 90.3, | 127.6, | -21.9, | 13.4, | 30 | 12.0, | 73.0, | 125.5, | -23.9, | 20.6, |
| 31 | 12.0, | 53.5, | 119.5, | -25.1, | 27.1, | 32 | 12.0, | 64.6, | 124.7, | -32.2, | 32.8, |
| 33 | 12.0, | 82.8, | 128.4, | -40.3, | 37.4, | 34 | 12.0, | 98.3, | 128.2, | -47.1, | 40.8, |
| 35 | 12.0, | 111.0, | 124.1, | -52.4, | 43.1, | 36 | 12.0, | 120.2, | 116.3, | -56.2, | 44.0, |

SOURCE ID: T4NZA00B

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -61.9, | 37.9, | 2 | 12.0, | 127.6, | 90.3, | -61.2, | 35.6, |
| 3 | 12.0, | 125.5, | 73.0, | -58.5, | 32.2, | 4 | 12.0, | 119.5, | 53.5, | -54.2, | 27.9, |
| 5 | 12.0, | 124.7, | 64.6, | -64.2, | 23.4, | 6 | 12.0, | 128.4, | 82.8, | -76.7, | 17.5, |
| 7 | 12.0, | 128.2, | 98.3, | -86.9, | 11.0, | 8 | 12.0, | 124.1, | 111.0, | -94.4, | 4.2, |
| 9 | 12.0, | 116.3, | 120.2, | -99.1, | -2.6, | 10 | 12.0, | 104.9, | 125.8, | -100.8, | -9.5, |
| 11 | 12.0, | 90.3, | 127.6, | -99.3, | -16.0, | 12 | 12.0, | 73.0, | 125.5, | -94.9, | -22.0, |
| 13 | 12.0, | 53.5, | 119.5, | -87.6, | -27.4, | 14 | 12.0, | 64.6, | 124.7, | -85.7, | -31.9, |
| 15 | 12.0, | 82.8, | 128.4, | -81.7, | -35.3, | 16 | 12.0, | 98.3, | 128.2, | -75.1, | -37.7, |
| 17 | 12.0, | 111.0, | 124.1, | -66.3, | -38.9, | 18 | 12.0, | 120.2, | 116.3, | -55.5, | -39.0, |
| 19 | 12.0, | 125.8, | 104.9, | -43.0, | -37.9, | 20 | 12.0, | 127.6, | 90.3, | -29.2, | -35.6, |
| 21 | 12.0, | 125.5, | 73.0, | -14.5, | -32.2, | 22 | 12.0, | 119.5, | 53.5, | 0.7, | -27.9, |
| 23 | 12.0, | 124.7, | 64.6, | -0.4, | -23.4, | 24 | 12.0, | 128.4, | 82.8, | -6.0, | -17.5, |
| 25 | 12.0, | 128.2, | 98.3, | -11.5, | -11.0, | 26 | 12.0, | 124.1, | 111.0, | -16.5, | -4.2, |
| 27 | 12.0, | 116.3, | 120.2, | -21.1, | 2.6, | 28 | 12.0, | 104.9, | 125.8, | -25.0, | 9.5, |
| 29 | 12.0, | 90.3, | 127.6, | -28.2, | 16.0, | 30 | 12.0, | 73.0, | 125.5, | -30.5, | 22.0, |
| 31 | 12.0, | 53.5, | 119.5, | -31.9, | 27.4, | 32 | 12.0, | 64.6, | 124.7, | -39.0, | 31.9, |
| 33 | 12.0, | 82.8, | 128.4, | -46.8, | 35.3, | 34 | 12.0, | 98.3, | 128.2, | -53.1, | 37.7, |
| 35 | 12.0, | 111.0, | 124.1, | -57.8, | 38.9, | 36 | 12.0, | 120.2, | 116.3, | -60.8, | 39.0, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00C

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -65.7, | 31.8, | 2 | 12.0, | 127.6, | 90.3, | -63.9, | 28.9, |
| 3 | 12.0, | 125.5, | 73.0, | -60.1, | 25.2, | 4 | 12.0, | 119.5, | 53.5, | -54.4, | 20.7, |
| 5 | 12.0, | 124.7, | 64.6, | -63.2, | 16.3, | 6 | 12.0, | 128.4, | 82.8, | -74.5, | 10.7, |
| 7 | 12.0, | 128.2, | 98.3, | -83.6, | 4.7, | 8 | 12.0, | 124.1, | 111.0, | -90.0, | -1.4, |
| 9 | 12.0, | 116.3, | 120.2, | -93.8, | -7.5, | 10 | 12.0, | 104.9, | 125.8, | -94.7, | -13.3, |
| 11 | 12.0, | 90.3, | 127.6, | -92.7, | -18.7, | 12 | 12.0, | 73.0, | 125.5, | -87.9, | -23.6, |
| 13 | 12.0, | 53.5, | 119.5, | -80.5, | -27.7, | 14 | 12.0, | 64.6, | 124.7, | -78.6, | -30.9, |
| 15 | 12.0, | 82.8, | 128.4, | -74.9, | -33.2, | 16 | 12.0, | 98.3, | 128.2, | -68.8, | -34.4, |
| 17 | 12.0, | 111.0, | 124.1, | -60.7, | -34.6, | 18 | 12.0, | 120.2, | 116.3, | -50.7, | -33.7, |
| 19 | 12.0, | 125.8, | 104.9, | -39.2, | -31.8, | 20 | 12.0, | 127.6, | 90.3, | -26.5, | -28.9, |
| 21 | 12.0, | 125.5, | 73.0, | -13.0, | -25.2, | 22 | 12.0, | 119.5, | 53.5, | 1.0, | -20.7, |
| 23 | 12.0, | 124.7, | 64.6, | -1.4, | -16.3, | 24 | 12.0, | 128.4, | 82.8, | -8.2, | -10.7, |
| 25 | 12.0, | 128.2, | 98.3, | -14.8, | -4.7, | 26 | 12.0, | 124.1, | 111.0, | -20.9, | 1.4, |
| 27 | 12.0, | 116.3, | 120.2, | -26.4, | 7.5, | 28 | 12.0, | 104.9, | 125.8, | -31.1, | 13.3, |
| 29 | 12.0, | 90.3, | 127.6, | -34.8, | 18.7, | 30 | 12.0, | 73.0, | 125.5, | -37.5, | 23.6, |
| 31 | 12.0, | 53.5, | 119.5, | -39.1, | 27.7, | 32 | 12.0, | 64.6, | 124.7, | -46.1, | 30.9, |
| 33 | 12.0, | 82.8, | 128.4, | -53.6, | 33.2, | 34 | 12.0, | 98.3, | 128.2, | -59.4, | 34.4, |
| 35 | 12.0, | 111.0, | 124.1, | -63.5, | 34.6, | 36 | 12.0, | 120.2, | 116.3, | -65.6, | 33.7, |

SOURCE ID: T4NZA00D

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -69.6, | 25.2, | 2 | 12.0, | 127.6, | 90.3, | -66.6, | 21.8, |
| 3 | 12.0, | 125.5, | 73.0, | -61.5, | 17.7, | 4 | 12.0, | 119.5, | 53.5, | -54.5, | 13.1, |
| 5 | 12.0, | 124.7, | 64.6, | -62.0, | 8.7, | 6 | 12.0, | 128.4, | 82.8, | -72.0, | 3.4, |
| 7 | 12.0, | 128.2, | 98.3, | -79.8, | -2.0, | 8 | 12.0, | 124.1, | 111.0, | -85.2, | -7.3, |
| 9 | 12.0, | 116.3, | 120.2, | -88.0, | -12.5, | 10 | 12.0, | 104.9, | 125.8, | -88.1, | -17.2, |
| 11 | 12.0, | 90.3, | 127.6, | -85.6, | -21.4, | 12 | 12.0, | 73.0, | 125.5, | -80.4, | -25.0, |
| 13 | 12.0, | 53.5, | 119.5, | -72.8, | -27.8, | 14 | 12.0, | 64.6, | 124.7, | -71.1, | -29.7, |
| 15 | 12.0, | 82.8, | 128.4, | -67.6, | -30.6, | 16 | 12.0, | 98.3, | 128.2, | -62.1, | -30.7, |
| 17 | 12.0, | 111.0, | 124.1, | -54.8, | -29.7, | 18 | 12.0, | 120.2, | 116.3, | -45.7, | -27.9, |
| 19 | 12.0, | 125.8, | 104.9, | -35.3, | -25.2, | 20 | 12.0, | 127.6, | 90.3, | -23.8, | -21.8, |
| 21 | 12.0, | 125.5, | 73.0, | -11.5, | -17.7, | 22 | 12.0, | 119.5, | 53.5, | 1.1, | -13.1, |
| 23 | 12.0, | 124.7, | 64.6, | -2.6, | -8.7, | 24 | 12.0, | 128.4, | 82.8, | -10.7, | -3.4, |
| 25 | 12.0, | 128.2, | 98.3, | -18.5, | 2.0, | 26 | 12.0, | 124.1, | 111.0, | -25.8, | 7.3, |
| 27 | 12.0, | 116.3, | 120.2, | -32.2, | 12.5, | 28 | 12.0, | 104.9, | 125.8, | -37.7, | 17.2, |
| 29 | 12.0, | 90.3, | 127.6, | -42.0, | 21.4, | 30 | 12.0, | 73.0, | 125.5, | -45.0, | 25.0, |
| 31 | 12.0, | 53.5, | 119.5, | -46.7, | 27.8, | 32 | 12.0, | 64.6, | 124.7, | -53.6, | 29.7, |
| 33 | 12.0, | 82.8, | 128.4, | -60.8, | 30.6, | 34 | 12.0, | 98.3, | 128.2, | -66.1, | 30.7, |
| 35 | 12.0, | 111.0, | 124.1, | -69.4, | 29.7, | 36 | 12.0, | 120.2, | 116.3, | -70.6, | 27.9, |

SOURCE ID: T4NZA00E

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -73.7, | 18.3, | 2 | 12.0, | 127.6, | 90.3, | -69.4, | 14.3, |
| 3 | 12.0, | 125.5, | 73.0, | -62.9, | 9.8, | 4 | 12.0, | 119.5, | 53.5, | -54.6, | 5.0, |
| 5 | 12.0, | 124.7, | 64.6, | -60.7, | 0.8, | 6 | 12.0, | 128.4, | 82.8, | -69.3, | -4.1, |
| 7 | 12.0, | 128.2, | 98.3, | -75.9, | -9.0, | 8 | 12.0, | 124.1, | 111.0, | -80.1, | -13.5, |
| 9 | 12.0, | 116.3, | 120.2, | -81.9, | -17.7, | 10 | 12.0, | 104.9, | 125.8, | -81.2, | -21.2, |
| 11 | 12.0, | 90.3, | 127.6, | -78.1, | -24.2, | 12 | 12.0, | 73.0, | 125.5, | -72.5, | -26.4, |
| 13 | 12.0, | 53.5, | 119.5, | -64.8, | -27.9, | 14 | 12.0, | 64.6, | 124.7, | -63.2, | -28.4, |
| 15 | 12.0, | 82.8, | 128.4, | -60.1, | -27.9, | 16 | 12.0, | 98.3, | 128.2, | -55.2, | -26.7, |
| 17 | 12.0, | 111.0, | 124.1, | -48.6, | -24.6, | 18 | 12.0, | 120.2, | 116.3, | -40.5, | -21.8, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | 12.0, | 125.8, | 104.9, | -31.2, | -18.3, | 20 | 12.0, | 127.6, | 90.3, | -21.0, | -14.3, |
| 21 | 12.0, | 125.5, | 73.0, | -10.1, | -9.8, | 22 | 12.0, | 119.5, | 53.5, | 1.1, | -5.0, |
| 23 | 12.0, | 124.7, | 64.6, | -3.9, | -0.8, | 24 | 12.0, | 128.4, | 82.8, | -13.4, | 4.1, |
| 25 | 12.0, | 128.2, | 98.3, | -22.5, | 9.0, | 26 | 12.0, | 124.1, | 111.0, | -30.9, | 13.5, |
| 27 | 12.0, | 116.3, | 120.2, | -38.3, | 17.7, | 28 | 12.0, | 104.9, | 125.8, | -44.6, | 21.2, |
| 29 | 12.0, | 90.3, | 127.6, | -49.5, | 24.2, | 30 | 12.0, | 73.0, | 125.5, | -52.9, | 26.4, |
| 31 | 12.0, | 53.5, | 119.5, | -54.7, | 27.9, | 32 | 12.0, | 64.6, | 124.7, | -61.5, | 28.4, |
| 33 | 12.0, | 82.8, | 128.4, | -68.3, | 27.9, | 34 | 12.0, | 98.3, | 128.2, | -73.1, | 26.7, |
| 35 | 12.0, | 111.0, | 124.1, | -75.6, | 24.6, | 36 | 12.0, | 120.2, | 116.3, | -75.8, | 21.8, |

SOURCE ID: T4NZA00F

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -78.9, | 10.1, | 2 | 12.0, | 127.6, | 90.3, | -73.0, | 5.3, |
| 3 | 12.0, | 125.5, | 73.0, | -65.0, | 0.3, | 4 | 12.0, | 119.5, | 53.5, | -54.9, | -4.7, |
| 5 | 12.0, | 124.7, | 64.6, | -59.3, | -8.8, | 6 | 12.0, | 128.4, | 82.8, | -66.3, | -13.4, |
| 7 | 12.0, | 128.2, | 98.3, | -71.3, | -17.5, | 8 | 12.0, | 124.1, | 111.0, | -74.1, | -21.2, |
| 9 | 12.0, | 116.3, | 120.2, | -74.7, | -24.2, | 10 | 12.0, | 104.9, | 125.8, | -73.0, | -26.4, |
| 11 | 12.0, | 90.3, | 127.6, | -69.1, | -27.9, | 12 | 12.0, | 73.0, | 125.5, | -63.0, | -28.5, |
| 13 | 12.0, | 53.5, | 119.5, | -55.1, | -28.2, | 14 | 12.0, | 64.6, | 124.7, | -53.6, | -27.0, |
| 15 | 12.0, | 82.8, | 128.4, | -50.8, | -25.0, | 16 | 12.0, | 98.3, | 128.2, | -46.6, | -22.2, |
| 17 | 12.0, | 111.0, | 124.1, | -40.9, | -18.7, | 18 | 12.0, | 120.2, | 116.3, | -34.0, | -14.6, |
| 19 | 12.0, | 125.8, | 104.9, | -26.1, | -10.1, | 20 | 12.0, | 127.6, | 90.3, | -17.3, | -5.3, |
| 21 | 12.0, | 125.5, | 73.0, | -8.0, | -0.3, | 22 | 12.0, | 119.5, | 53.5, | 1.5, | 4.7, |
| 23 | 12.0, | 124.7, | 64.6, | -5.3, | 8.8, | 24 | 12.0, | 128.4, | 82.8, | -16.4, | 13.4, |
| 25 | 12.0, | 128.2, | 98.3, | -27.0, | 17.5, | 26 | 12.0, | 124.1, | 111.0, | -36.8, | 21.2, |
| 27 | 12.0, | 116.3, | 120.2, | -45.5, | 24.2, | 28 | 12.0, | 104.9, | 125.8, | -52.8, | 26.4, |
| 29 | 12.0, | 90.3, | 127.6, | -58.5, | 27.9, | 30 | 12.0, | 73.0, | 125.5, | -62.4, | 28.5, |
| 31 | 12.0, | 53.5, | 119.5, | -64.4, | 28.2, | 32 | 12.0, | 64.6, | 124.7, | -71.1, | 27.0, |
| 33 | 12.0, | 82.8, | 128.4, | -77.6, | 25.0, | 34 | 12.0, | 98.3, | 128.2, | -81.6, | 22.2, |
| 35 | 12.0, | 111.0, | 124.1, | -83.2, | 18.7, | 36 | 12.0, | 120.2, | 116.3, | -82.3, | 14.6, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00G

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -83.8, | 2.4, | 2 | 12.0, | 127.6, | 90.3, | -76.6, | -3.1, |
| 3 | 12.0, | 125.5, | 73.0, | -67.0, | -8.6, | 4 | 12.0, | 119.5, | 53.5, | -55.4, | -13.8, |
| 5 | 12.0, | 124.7, | 64.6, | -58.2, | -17.9, | 6 | 12.0, | 128.4, | 82.8, | -63.6, | -22.1, |
| 7 | 12.0, | 128.2, | 98.3, | -67.1, | -25.7, | 8 | 12.0, | 124.1, | 111.0, | -68.6, | -28.4, |
| 9 | 12.0, | 116.3, | 120.2, | -68.0, | -30.4, | 10 | 12.0, | 104.9, | 125.8, | -65.3, | -31.4, |
| 11 | 12.0, | 90.3, | 127.6, | -60.6, | -31.4, | 12 | 12.0, | 73.0, | 125.5, | -54.1, | -30.5, |
| 13 | 12.0, | 53.5, | 119.5, | -46.0, | -28.7, | 14 | 12.0, | 64.6, | 124.7, | -44.5, | -25.9, |
| 15 | 12.0, | 82.8, | 128.4, | -42.1, | -22.3, | 16 | 12.0, | 98.3, | 128.2, | -38.5, | -18.0, |
| 17 | 12.0, | 111.0, | 124.1, | -33.6, | -13.1, | 18 | 12.0, | 120.2, | 116.3, | -27.8, | -7.9, |
| 19 | 12.0, | 125.8, | 104.9, | -21.1, | -2.4, | 20 | 12.0, | 127.6, | 90.3, | -13.8, | 3.1, |
| 21 | 12.0, | 125.5, | 73.0, | -6.0, | 8.6, | 22 | 12.0, | 119.5, | 53.5, | 1.9, | 13.8, |
| 23 | 12.0, | 124.7, | 64.6, | -6.4, | 17.9, | 24 | 12.0, | 128.4, | 82.8, | -19.1, | 22.1, |
| 25 | 12.0, | 128.2, | 98.3, | -31.2, | 25.7, | 26 | 12.0, | 124.1, | 111.0, | -42.3, | 28.4, |
| 27 | 12.0, | 116.3, | 120.2, | -52.2, | 30.4, | 28 | 12.0, | 104.9, | 125.8, | -60.5, | 31.4, |
| 29 | 12.0, | 90.3, | 127.6, | -66.9, | 31.4, | 30 | 12.0, | 73.0, | 125.5, | -71.3, | 30.5, |
| 31 | 12.0, | 53.5, | 119.5, | -73.5, | 28.7, | 32 | 12.0, | 64.6, | 124.7, | -80.2, | 25.9, |
| 33 | 12.0, | 82.8, | 128.4, | -86.3, | 22.3, | 34 | 12.0, | 98.3, | 128.2, | -89.8, | 18.0, |
| 35 | 12.0, | 111.0, | 124.1, | -90.5, | 13.1, | 36 | 12.0, | 120.2, | 116.3, | -88.5, | 7.9, |

SOURCE ID: T4NZA00H

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -84.3, | 13.6, | 2 | 12.0, | 127.6, | 90.3, | -79.0, | 7.8, |
| 3 | 12.0, | 125.5, | 73.0, | -71.3, | 1.7, | 4 | 12.0, | 119.5, | 53.5, | -61.4, | -4.4, |
| 5 | 12.0, | 124.7, | 64.6, | -65.8, | -9.6, | 6 | 12.0, | 128.4, | 82.8, | -72.5, | -15.3, |
| 7 | 12.0, | 128.2, | 98.3, | -77.1, | -20.5, | 8 | 12.0, | 124.1, | 111.0, | -79.3, | -25.1, |
| 9 | 12.0, | 116.3, | 120.2, | -79.1, | -28.9, | 10 | 12.0, | 104.9, | 125.8, | -76.5, | -31.9, |
| 11 | 12.0, | 90.3, | 127.6, | -71.6, | -33.9, | 12 | 12.0, | 73.0, | 125.5, | -64.5, | -34.8, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 64.6, | 124.7, | -52.7, | -33.5, |
| 15 | 12.0, | 82.8, | 128.4, | -48.9, | -31.2, | 16 | 12.0, | 98.3, | 128.2, | -43.6, | -27.9, |
| 17 | 12.0, | 111.0, | 124.1, | -36.9, | -23.8, | 18 | 12.0, | 120.2, | 116.3, | -29.2, | -19.0, |
| 19 | 12.0, | 125.8, | 104.9, | -20.6, | -13.6, | 20 | 12.0, | 127.6, | 90.3, | -11.3, | -7.8, |
| 21 | 12.0, | 125.5, | 73.0, | -1.7, | -1.7, | 22 | 12.0, | 119.5, | 53.5, | 8.0, | 4.4, |
| 23 | 12.0, | 124.7, | 64.6, | 1.2, | 9.6, | 24 | 12.0, | 128.4, | 82.8, | -10.2, | 15.3, |
| 25 | 12.0, | 128.2, | 98.3, | -21.2, | 20.5, | 26 | 12.0, | 124.1, | 111.0, | -31.7, | 25.1, |
| 27 | 12.0, | 116.3, | 120.2, | -41.1, | 28.9, | 28 | 12.0, | 104.9, | 125.8, | -49.3, | 31.9, |
| 29 | 12.0, | 90.3, | 127.6, | -56.0, | 33.9, | 30 | 12.0, | 73.0, | 125.5, | -61.0, | 34.8, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 64.6, | 124.7, | -72.0, | 33.5, |
| 33 | 12.0, | 82.8, | 128.4, | -79.5, | 31.2, | 34 | 12.0, | 98.3, | 128.2, | -84.6, | 27.9, |
| 35 | 12.0, | 111.0, | 124.1, | -87.2, | 23.8, | 36 | 12.0, | 120.2, | 116.3, | -87.1, | 19.0, |

SOURCE ID: T4NZA00I

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -69.9, | 34.7, | 2 | 12.0, | 127.6, | 90.3, | -68.5, | 31.1, |
| 3 | 12.0, | 125.5, | 73.0, | -65.0, | 26.5, | 4 | 12.0, | 119.5, | 53.5, | -59.5, | 21.2, |
| 5 | 12.0, | 124.7, | 64.6, | -68.3, | 15.8, | 6 | 12.0, | 128.4, | 82.8, | -79.5, | 9.3, |
| 7 | 12.0, | 128.2, | 98.3, | -88.2, | 2.5, | 8 | 12.0, | 124.1, | 111.0, | -94.2, | -4.3, |
| 9 | 12.0, | 116.3, | 120.2, | -97.4, | -11.1, | 10 | 12.0, | 104.9, | 125.8, | -97.6, | -17.4, |
| 11 | 12.0, | 90.3, | 127.6, | -94.9, | -23.3, | 12 | 12.0, | 73.0, | 125.5, | -89.2, | -28.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 64.6, | 124.7, | -78.2, | -36.0, |
| 15 | 12.0, | 82.8, | 128.4, | -73.5, | -38.1, | 16 | 12.0, | 98.3, | 128.2, | -66.7, | -39.0, |
| 17 | 12.0, | 111.0, | 124.1, | -57.8, | -38.7, | 18 | 12.0, | 120.2, | 116.3, | -47.1, | -37.3, |
| 19 | 12.0, | 125.8, | 104.9, | -35.0, | -34.7, | 20 | 12.0, | 127.6, | 90.3, | -21.9, | -31.1, |
| 21 | 12.0, | 125.5, | 73.0, | -8.0, | -26.5, | 22 | 12.0, | 119.5, | 53.5, | 6.0, | -21.2, |
| 23 | 12.0, | 124.7, | 64.6, | 3.7, | -15.8, | 24 | 12.0, | 128.4, | 82.8, | -3.3, | -9.3, |
| 25 | 12.0, | 128.2, | 98.3, | -10.2, | -2.5, | 26 | 12.0, | 124.1, | 111.0, | -16.7, | 4.3, |
| 27 | 12.0, | 116.3, | 120.2, | -22.8, | 11.1, | 28 | 12.0, | 104.9, | 125.8, | -28.2, | 17.4, |
| 29 | 12.0, | 90.3, | 127.6, | -32.7, | 23.3, | 30 | 12.0, | 73.0, | 125.5, | -36.2, | 28.5, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 64.6, | 124.7, | -46.5, | 36.0, |
| 33 | 12.0, | 82.8, | 128.4, | -54.9, | 38.1, | 34 | 12.0, | 98.3, | 128.2, | -61.6, | 39.0, |
| 35 | 12.0, | 111.0, | 124.1, | -66.4, | 38.7, | 36 | 12.0, | 120.2, | 116.3, | -69.2, | 37.3, |

SOURCE ID: T4NZA00J

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -78.6, | 22.0, | 2 | 12.0, | 127.6, | 90.3, | -74.9, | 17.1, |
| 3 | 12.0, | 125.5, | 73.0, | -68.8, | 11.6, | 4 | 12.0, | 119.5, | 53.5, | -60.7, | 5.8, |
| 5 | 12.0, | 124.7, | 64.6, | -66.8, | 0.5, | 6 | 12.0, | 128.4, | 82.8, | -75.3, | -5.5, |
| 7 | 12.0, | 128.2, | 98.3, | -81.5, | -11.4, | 8 | 12.0, | 124.1, | 111.0, | -85.3, | -16.9, |
| 9 | 12.0, | 116.3, | 120.2, | -86.4, | -21.9, | 10 | 12.0, | 104.9, | 125.8, | -84.9, | -26.2, |
| 11 | 12.0, | 90.3, | 127.6, | -80.8, | -29.7, | 12 | 12.0, | 73.0, | 125.5, | -74.3, | -32.3, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 64.6, | 124.7, | -62.8, | -34.5, |
| 15 | 12.0, | 82.8, | 128.4, | -58.7, | -33.9, | 16 | 12.0, | 98.3, | 128.2, | -52.8, | -32.4, |
| 17 | 12.0, | 111.0, | 124.1, | -45.2, | -29.8, | 18 | 12.0, | 120.2, | 116.3, | -36.3, | -26.3, |
| 19 | 12.0, | 125.8, | 104.9, | -26.3, | -22.0, | 20 | 12.0, | 127.6, | 90.3, | -15.5, | -17.1, |
| 21 | 12.0, | 125.5, | 73.0, | -4.2, | -11.6, | 22 | 12.0, | 119.5, | 53.5, | 7.2, | -5.8, |
| 23 | 12.0, | 124.7, | 64.6, | 2.2, | -0.5, | 24 | 12.0, | 128.4, | 82.8, | -7.4, | 5.5, |
| 25 | 12.0, | 128.2, | 98.3, | -16.8, | 11.4, | 26 | 12.0, | 124.1, | 111.0, | -25.7, | 16.9, |
| 27 | 12.0, | 116.3, | 120.2, | -33.8, | 21.9, | 28 | 12.0, | 104.9, | 125.8, | -40.9, | 26.2, |
| 29 | 12.0, | 90.3, | 127.6, | -46.7, | 29.7, | 30 | 12.0, | 73.0, | 125.5, | -51.1, | 32.3, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 64.6, | 124.7, | -61.9, | 34.5, |
| 33 | 12.0, | 82.8, | 128.4, | -69.7, | 33.9, | 34 | 12.0, | 98.3, | 128.2, | -75.5, | 32.4, |
| 35 | 12.0, | 111.0, | 124.1, | -78.9, | 29.8, | 36 | 12.0, | 120.2, | 116.3, | -80.0, | 26.3, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00K

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -74.4, | 28.4, | 2 | 12.0, | 127.6, | 90.3, | -71.8, | 24.1, |
| 3 | 12.0, | 125.5, | 73.0, | -67.0, | 19.1, | 4 | 12.0, | 119.5, | 53.5, | -60.2, | 13.5, |
| 5 | 12.0, | 124.7, | 64.6, | -67.7, | 8.2, | 6 | 12.0, | 128.4, | 82.8, | -77.5, | 1.9, |
| 7 | 12.0, | 128.2, | 98.3, | -85.0, | -4.5, | 8 | 12.0, | 124.1, | 111.0, | -89.9, | -10.7, |
| 9 | 12.0, | 116.3, | 120.2, | -92.0, | -16.6, | 10 | 12.0, | 104.9, | 125.8, | -91.3, | -21.9, |
| 11 | 12.0, | 90.3, | 127.6, | -87.9, | -26.6, | 12 | 12.0, | 73.0, | 125.5, | -81.8, | -30.5, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 64.6, | 124.7, | -70.5, | -35.4, |
| 15 | 12.0, | 82.8, | 128.4, | -66.1, | -36.1, | 16 | 12.0, | 98.3, | 128.2, | -59.6, | -35.8, |
| 17 | 12.0, | 111.0, | 124.1, | -51.4, | -34.4, | 18 | 12.0, | 120.2, | 116.3, | -41.6, | -31.9, |
| 19 | 12.0, | 125.8, | 104.9, | -30.5, | -28.4, | 20 | 12.0, | 127.6, | 90.3, | -18.5, | -24.1, |
| 21 | 12.0, | 125.5, | 73.0, | -6.0, | -19.1, | 22 | 12.0, | 119.5, | 53.5, | 6.8, | -13.5, |
| 23 | 12.0, | 124.7, | 64.6, | 3.1, | -8.2, | 24 | 12.0, | 128.4, | 82.8, | -5.2, | -1.9, |
| 25 | 12.0, | 128.2, | 98.3, | -13.4, | 4.5, | 26 | 12.0, | 124.1, | 111.0, | -21.1, | 10.7, |
| 27 | 12.0, | 116.3, | 120.2, | -28.2, | 16.6, | 28 | 12.0, | 104.9, | 125.8, | -34.4, | 21.9, |
| 29 | 12.0, | 90.3, | 127.6, | -39.6, | 26.6, | 30 | 12.0, | 73.0, | 125.5, | -43.6, | 30.5, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 64.6, | 124.7, | -54.2, | 35.4, |
| 33 | 12.0, | 82.8, | 128.4, | -62.3, | 36.1, | 34 | 12.0, | 98.3, | 128.2, | -68.6, | 35.8, |
| 35 | 12.0, | 111.0, | 124.1, | -72.8, | 34.4, | 36 | 12.0, | 120.2, | 116.3, | -74.7, | 31.9, |

SOURCE ID: T4NZA00L

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -130.4, | -27.7, | 2 | 12.0, | 186.1, | 123.0, | -113.5, | -37.2, |
| 3 | 12.0, | 184.4, | 96.9, | -93.3, | -45.7, | 4 | 12.0, | 177.2, | 67.8, | -70.2, | -52.7, |
| 5 | 12.0, | 182.6, | 87.1, | -69.8, | -57.9, | 6 | 12.0, | 186.2, | 114.3, | -73.0, | -61.7, |
| 7 | 12.0, | 184.1, | 138.1, | -73.9, | -63.5, | 8 | 12.0, | 176.4, | 157.7, | -72.5, | -63.5, |
| 9 | 12.0, | 163.4, | 172.5, | -69.0, | -61.5, | 10 | 12.0, | 145.4, | 182.1, | -63.4, | -57.6, |
| 11 | 12.0, | 123.0, | 186.1, | -55.8, | -52.0, | 12 | 12.0, | 96.9, | 184.4, | -46.6, | -44.8, |
| 13 | 12.0, | 67.8, | 177.2, | -35.9, | -36.3, | 14 | 12.0, | 87.1, | 182.6, | -33.3, | -26.3, |
| 15 | 12.0, | 114.3, | 186.2, | -31.4, | -15.8, | 16 | 12.0, | 138.1, | 184.1, | -28.5, | -4.8, |
| 17 | 12.0, | 157.7, | 176.4, | -24.7, | 6.3, | 18 | 12.0, | 172.5, | 163.4, | -20.2, | 17.2, |
| 19 | 12.0, | 182.1, | 145.4, | -15.1, | 27.7, | 20 | 12.0, | 186.1, | 123.0, | -9.5, | 37.2, |
| 21 | 12.0, | 184.4, | 96.9, | -3.6, | 45.7, | 22 | 12.0, | 177.2, | 67.8, | 2.4, | 52.7, |
| 23 | 12.0, | 182.6, | 87.1, | -17.3, | 57.9, | 24 | 12.0, | 128.4, | 82.8, | -136.1, | 54.8, |
| 25 | 12.0, | 128.2, | 98.3, | -152.1, | 37.5, | 26 | 12.0, | 124.1, | 111.0, | -163.5, | 19.1, |
| 27 | 12.0, | 116.3, | 120.2, | -169.9, | 0.2, | 28 | 12.0, | 104.9, | 125.8, | -171.1, | -18.8, |
| 29 | 12.0, | 90.3, | 127.6, | -167.2, | -37.2, | 30 | 12.0, | 96.9, | 184.4, | -137.9, | 44.8, |
| 31 | 12.0, | 67.8, | 177.2, | -141.3, | 36.3, | 32 | 12.0, | 87.1, | 182.6, | -149.2, | 26.3, |
| 33 | 12.0, | 114.3, | 186.2, | -154.8, | 15.8, | 34 | 12.0, | 138.1, | 184.1, | -155.6, | 4.8, |
| 35 | 12.0, | 157.7, | 176.4, | -151.7, | -6.3, | 36 | 12.0, | 172.5, | 163.4, | -143.2, | -17.2, |

SOURCE ID: T4NZA00M

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -124.8, | -18.4, | 2 | 12.0, | 186.1, | 123.0, | -109.6, | -27.2, |
| 3 | 12.0, | 184.4, | 96.9, | -91.2, | -35.1, | 4 | 12.0, | 177.2, | 67.8, | -69.9, | -41.9, |
| 5 | 12.0, | 182.6, | 87.1, | -71.5, | -47.3, | 6 | 12.0, | 186.2, | 114.3, | -76.4, | -51.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 12.0, | 184.1, | 138.1, | -79.0, | -54.1, | 8 | 12.0, | 176.4, | 157.7, | -79.3, | -55.1, |
| 9 | 12.0, | 163.4, | 172.5, | -77.1, | -54.4, | 10 | 12.0, | 145.4, | 182.1, | -72.6, | -52.0, |
| 11 | 12.0, | 123.0, | 186.1, | -65.8, | -48.1, | 12 | 12.0, | 96.9, | 184.4, | -57.1, | -42.7, |
| 13 | 12.0, | 67.8, | 177.2, | -46.7, | -36.0, | 14 | 12.0, | 87.1, | 182.6, | -44.0, | -27.9, |
| 15 | 12.0, | 114.3, | 186.2, | -41.6, | -19.2, | 16 | 12.0, | 138.1, | 184.1, | -37.9, | -10.0, |
| 17 | 12.0, | 157.7, | 176.4, | -33.1, | -0.4, | 18 | 12.0, | 172.5, | 163.4, | -27.3, | 9.2, |
| 19 | 12.0, | 182.1, | 145.4, | -20.7, | 18.4, | 20 | 12.0, | 186.1, | 123.0, | -13.4, | 27.2, |
| 21 | 12.0, | 184.4, | 96.9, | -5.7, | 35.1, | 22 | 12.0, | 177.2, | 67.8, | 2.2, | 41.9, |
| 23 | 12.0, | 124.7, | 64.6, | -114.4, | 59.7, | 24 | 12.0, | 128.4, | 82.8, | -132.7, | 44.6, |
| 25 | 12.0, | 128.2, | 98.3, | -147.0, | 28.1, | 26 | 12.0, | 124.1, | 111.0, | -156.8, | 10.7, |
| 27 | 12.0, | 116.3, | 120.2, | -161.8, | -7.0, | 28 | 12.0, | 104.9, | 125.8, | -161.9, | -24.4, |
| 29 | 12.0, | 90.3, | 127.6, | -157.1, | -41.1, | 30 | 12.0, | 96.9, | 184.4, | -127.3, | 42.7, |
| 31 | 12.0, | 67.8, | 177.2, | -130.6, | 36.0, | 32 | 12.0, | 87.1, | 182.6, | -138.6, | 27.9, |
| 33 | 12.0, | 114.3, | 186.2, | -144.6, | 19.2, | 34 | 12.0, | 138.1, | 184.1, | -146.2, | 10.0, |
| 35 | 12.0, | 157.7, | 176.4, | -143.3, | 0.4, | 36 | 12.0, | 172.5, | 163.4, | -136.1, | -9.2, |

SOURCE ID: T4NZA00N

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -119.8, | -10.1, | 2 | 12.0, | 186.1, | 123.0, | -106.2, | -18.1, |
| 3 | 12.0, | 184.4, | 96.9, | -89.4, | -25.5, | 4 | 12.0, | 177.2, | 67.8, | -69.9, | -32.2, |
| 5 | 12.0, | 182.6, | 87.1, | -73.1, | -37.7, | 6 | 12.0, | 186.2, | 114.3, | -79.7, | -42.3, |
| 7 | 12.0, | 184.1, | 138.1, | -83.8, | -45.7, | 8 | 12.0, | 176.4, | 157.7, | -85.5, | -47.6, |
| 9 | 12.0, | 163.4, | 172.5, | -84.5, | -48.1, | 10 | 12.0, | 145.4, | 182.1, | -81.0, | -47.1, |
| 11 | 12.0, | 90.3, | 127.6, | 20.5, | 44.5, | 12 | 12.0, | 96.9, | 184.4, | -66.7, | -41.0, |
| 13 | 12.0, | 67.8, | 177.2, | -56.4, | -36.0, | 14 | 12.0, | 87.1, | 182.6, | -53.6, | -29.6, |
| 15 | 12.0, | 114.3, | 186.2, | -50.8, | -22.5, | 16 | 12.0, | 138.1, | 184.1, | -46.4, | -14.8, |
| 17 | 12.0, | 157.7, | 176.4, | -40.6, | -6.6, | 18 | 12.0, | 172.5, | 163.4, | -33.6, | 1.8, |
| 19 | 12.0, | 182.1, | 145.4, | -25.6, | 10.1, | 20 | 12.0, | 186.1, | 123.0, | -16.8, | 18.1, |
| 21 | 12.0, | 184.4, | 96.9, | -7.5, | 25.5, | 22 | 12.0, | 119.5, | 53.5, | -97.2, | 64.0, |
| 23 | 12.0, | 124.7, | 64.6, | -112.8, | 50.1, | 24 | 12.0, | 128.4, | 82.8, | -129.4, | 35.4, |
| 25 | 12.0, | 128.2, | 98.3, | -142.2, | 19.6, | 26 | 12.0, | 124.1, | 111.0, | -150.6, | 3.2, |
| 27 | 12.0, | 116.3, | 120.2, | -154.4, | -13.2, | 28 | 12.0, | 104.9, | 125.8, | -153.6, | -29.3, |
| 29 | 12.0, | 90.3, | 127.6, | -148.0, | -44.5, | 30 | 12.0, | 96.9, | 184.4, | -117.8, | 41.0, |
| 31 | 12.0, | 67.8, | 177.2, | -120.8, | 36.0, | 32 | 12.0, | 87.1, | 182.6, | -129.0, | 29.6, |
| 33 | 12.0, | 114.3, | 186.2, | -135.4, | 22.5, | 34 | 12.0, | 138.1, | 184.1, | -137.7, | 14.8, |
| 35 | 12.0, | 157.7, | 176.4, | -135.8, | 6.6, | 36 | 12.0, | 172.5, | 163.4, | -129.8, | -1.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00O

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -114.1, | -0.9, | 2 | 12.0, | 186.1, | 123.0, | -102.2, | -8.1, |
| 3 | 12.0, | 184.4, | 96.9, | -87.2, | -15.0, | 4 | 12.0, | 177.2, | 67.8, | -69.5, | -21.5, |
| 5 | 12.0, | 182.6, | 87.1, | -74.6, | -27.1, | 6 | 12.0, | 186.2, | 114.3, | -83.0, | -32.1, |
| 7 | 12.0, | 184.1, | 138.1, | -88.9, | -36.2, | 8 | 12.0, | 176.4, | 157.7, | -92.1, | -39.1, |
| 9 | 12.0, | 163.4, | 172.5, | -92.5, | -40.9, | 10 | 12.0, | 104.9, | 125.8, | 18.6, | 35.0, |
| 11 | 12.0, | 90.3, | 127.6, | 10.5, | 48.6, | 12 | 12.0, | 96.9, | 184.4, | -77.2, | -38.8, |
| 13 | 12.0, | 67.8, | 177.2, | -67.1, | -35.6, | 14 | 12.0, | 87.1, | 182.6, | -64.2, | -31.1, |
| 15 | 12.0, | 114.3, | 186.2, | -61.0, | -25.8, | 16 | 12.0, | 138.1, | 184.1, | -55.9, | -19.8, |
| 17 | 12.0, | 157.7, | 176.4, | -49.1, | -13.2, | 18 | 12.0, | 172.5, | 163.4, | -40.8, | -6.2, |
| 19 | 12.0, | 182.1, | 145.4, | -31.3, | 0.9, | 20 | 12.0, | 186.1, | 123.0, | -20.8, | 8.1, |
| 21 | 12.0, | 125.5, | 73.0, | -97.1, | 64.8, | 22 | 12.0, | 119.5, | 53.5, | -97.6, | 53.3, |
| 23 | 12.0, | 124.7, | 64.6, | -111.2, | 39.5, | 24 | 12.0, | 128.4, | 82.8, | -126.1, | 25.2, |
| 25 | 12.0, | 128.2, | 98.3, | -137.1, | 10.1, | 26 | 12.0, | 124.1, | 111.0, | -143.9, | -5.2, |
| 27 | 12.0, | 116.3, | 120.2, | -146.4, | -20.4, | 28 | 12.0, | 104.9, | 125.8, | -144.4, | -35.0, |
| 29 | 12.0, | 90.3, | 127.6, | -138.1, | -48.6, | 30 | 12.0, | 96.9, | 184.4, | -107.2, | 38.8, |
| 31 | 12.0, | 67.8, | 177.2, | -110.1, | 35.6, | 32 | 12.0, | 87.1, | 182.6, | -118.3, | 31.1, |
| 33 | 12.0, | 114.3, | 186.2, | -125.2, | 25.8, | 34 | 12.0, | 138.1, | 184.1, | -128.2, | 19.8, |
| 35 | 12.0, | 157.7, | 176.4, | -127.3, | 13.2, | 36 | 12.0, | 172.5, | 163.4, | -122.6, | 6.2, |

SOURCE ID: T4NZA00P

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -107.1, | 10.0, | 2 | 12.0, | 127.6, | 90.3, | 8.4, | -62.3, |
| 3 | 12.0, | 184.4, | 96.9, | -84.3, | -2.4, | 4 | 12.0, | 177.2, | 67.8, | -68.9, | -8.5, |
| 5 | 12.0, | 182.6, | 87.1, | -76.2, | -14.2, | 6 | 12.0, | 186.2, | 114.3, | -86.8, | -19.7, |
| 7 | 12.0, | 184.1, | 138.1, | -94.8, | -24.6, | 8 | 12.0, | 176.4, | 157.7, | -99.9, | -28.8, |
| 9 | 12.0, | 116.3, | 120.2, | 16.7, | 29.2, | 10 | 12.0, | 104.9, | 125.8, | 7.8, | 42.0, |
| 11 | 12.0, | 123.0, | 186.1, | -96.9, | -35.7, | 12 | 12.0, | 96.9, | 184.4, | -89.8, | -35.9, |
| 13 | 12.0, | 67.8, | 177.2, | -80.1, | -35.0, | 14 | 12.0, | 87.1, | 182.6, | -77.1, | -32.7, |
| 15 | 12.0, | 114.3, | 186.2, | -73.3, | -29.7, | 16 | 12.0, | 138.1, | 184.1, | -67.4, | -25.8, |
| 17 | 12.0, | 157.7, | 176.4, | -59.4, | -21.1, | 18 | 12.0, | 172.5, | 163.4, | -49.6, | -15.8, |
| 19 | 12.0, | 182.1, | 145.4, | -38.3, | -10.0, | 20 | 12.0, | 127.6, | 90.3, | -98.8, | 62.3, |
| 21 | 12.0, | 125.5, | 73.0, | -100.0, | 52.1, | 22 | 12.0, | 119.5, | 53.5, | -98.2, | 40.3, |
| 23 | 12.0, | 124.7, | 64.6, | -109.6, | 26.6, | 24 | 12.0, | 128.4, | 82.8, | -122.3, | 12.8, |
| 25 | 12.0, | 128.2, | 98.3, | -131.2, | -1.4, | 26 | 12.0, | 124.1, | 111.0, | -136.1, | -15.6, |
| 27 | 12.0, | 116.3, | 120.2, | -136.9, | -29.2, | 28 | 12.0, | 104.9, | 125.8, | -133.5, | -42.1, |
| 29 | 12.0, | 123.0, | 186.1, | -89.2, | 35.7, | 30 | 12.0, | 96.9, | 184.4, | -94.6, | 35.9, |
| 31 | 12.0, | 67.8, | 177.2, | -97.1, | 35.0, | 32 | 12.0, | 87.1, | 182.6, | -105.5, | 32.7, |
| 33 | 12.0, | 114.3, | 186.2, | -112.8, | 29.7, | 34 | 12.0, | 138.1, | 184.1, | -116.7, | 25.8, |
| 35 | 12.0, | 157.7, | 176.4, | -117.0, | 21.1, | 36 | 12.0, | 172.5, | 163.4, | -113.8, | 15.8, |

SOURCE ID: T4NZA00Q

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -3.6, | -59.2, | 2 | 12.0, | 127.6, | 90.3, | 13.1, | -49.9, |
| 3 | 12.0, | 184.4, | 96.9, | -81.8, | 10.7, | 4 | 12.0, | 177.2, | 67.8, | -68.7, | 4.8, |
| 5 | 12.0, | 182.6, | 87.1, | -78.3, | -1.1, | 6 | 12.0, | 186.2, | 114.3, | -91.2, | -7.1, |
| 7 | 12.0, | 184.1, | 138.1, | -101.3, | -13.0, | 8 | 12.0, | 124.1, | 111.0, | 16.7, | 25.9, |
| 9 | 12.0, | 116.3, | 120.2, | 6.6, | 37.9, | 10 | 12.0, | 104.9, | 125.8, | -3.7, | 48.9, |
| 11 | 12.0, | 123.0, | 186.1, | -109.3, | -31.0, | 12 | 12.0, | 96.9, | 184.4, | -102.9, | -33.4, |
| 13 | 12.0, | 67.8, | 177.2, | -93.4, | -34.8, | 14 | 12.0, | 87.1, | 182.6, | -90.2, | -34.8, |
| 15 | 12.0, | 114.3, | 186.2, | -85.9, | -34.1, | 16 | 12.0, | 138.1, | 184.1, | -79.0, | -32.3, |
| 17 | 12.0, | 157.7, | 176.4, | -69.7, | -29.5, | 18 | 12.0, | 172.5, | 163.4, | -58.3, | -25.9, |
| 19 | 12.0, | 125.8, | 104.9, | -101.3, | 59.2, | 20 | 12.0, | 127.6, | 90.3, | -103.5, | 49.9, |
| 21 | 12.0, | 125.5, | 73.0, | -102.5, | 39.0, | 22 | 12.0, | 119.5, | 53.5, | -98.4, | 27.0, |
| 23 | 12.0, | 124.7, | 64.6, | -107.5, | 13.5, | 24 | 12.0, | 128.4, | 82.8, | -117.9, | 0.2, |
| 25 | 12.0, | 128.2, | 98.3, | -124.7, | -13.0, | 26 | 12.0, | 124.1, | 111.0, | -127.7, | -25.9, |
| 27 | 12.0, | 116.3, | 120.2, | -126.8, | -37.9, | 28 | 12.0, | 104.9, | 125.8, | -122.1, | -48.9, |
| 29 | 12.0, | 123.0, | 186.1, | -76.7, | 31.0, | 30 | 12.0, | 96.9, | 184.4, | -81.5, | 33.4, |
| 31 | 12.0, | 67.8, | 177.2, | -83.8, | 34.8, | 32 | 12.0, | 87.1, | 182.6, | -92.3, | 34.8, |
| 33 | 12.0, | 114.3, | 186.2, | -100.2, | 34.1, | 34 | 12.0, | 138.1, | 184.1, | -105.0, | 32.3, |
| 35 | 12.0, | 157.7, | 176.4, | -106.7, | 29.5, | 36 | 12.0, | 172.5, | 163.4, | -105.1, | 25.9, |

SOURCE ID: T4NZA00R

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | 5.5, | -44.5, | 2 | 12.0, | 127.6, | 90.3, | 19.5, | -33.8, |
| 3 | 12.0, | 184.4, | 96.9, | -78.3, | 27.6, | 4 | 12.0, | 177.2, | 67.8, | -68.2, | 22.1, |
| 5 | 12.0, | 182.6, | 87.1, | -80.8, | 16.1, | 6 | 12.0, | 186.2, | 114.3, | -96.6, | 9.3, |
| 7 | 12.0, | 128.2, | 98.3, | 18.1, | 28.2, | 8 | 12.0, | 124.1, | 111.0, | 6.0, | 39.4, |
| 9 | 12.0, | 116.3, | 120.2, | -6.3, | 49.4, | 10 | 12.0, | 104.9, | 125.8, | -18.4, | 57.9, |
| 11 | 12.0, | 123.0, | 186.1, | -125.4, | -24.6, | 12 | 12.0, | 96.9, | 184.4, | -119.8, | -29.9, |
| 13 | 12.0, | 67.8, | 177.2, | -110.7, | -34.3, | 14 | 12.0, | 87.1, | 182.6, | -107.3, | -37.3, |
| 15 | 12.0, | 114.3, | 186.2, | -102.3, | -39.5, | 16 | 12.0, | 138.1, | 184.1, | -94.2, | -40.5, |
| 17 | 12.0, | 157.7, | 176.4, | -83.3, | -40.2, | 18 | 12.0, | 120.2, | 116.3, | -107.6, | 53.8, |
| 19 | 12.0, | 125.8, | 104.9, | -110.4, | 44.5, | 20 | 12.0, | 127.6, | 90.3, | -109.9, | 33.8, |
| 21 | 12.0, | 125.5, | 73.0, | -106.0, | 22.1, | 22 | 12.0, | 119.5, | 53.5, | -98.9, | 9.8, |
| 23 | 12.0, | 124.7, | 64.6, | -105.0, | -3.6, | 24 | 12.0, | 128.4, | 82.8, | -112.4, | -16.2, |
| 25 | 12.0, | 128.2, | 98.3, | -116.5, | -28.2, | 26 | 12.0, | 124.1, | 111.0, | -117.0, | -39.4, |
| 27 | 12.0, | 116.3, | 120.2, | -113.9, | -49.4, | 28 | 12.0, | 104.9, | 125.8, | -107.4, | -57.9, |
| 29 | 12.0, | 123.0, | 186.1, | -60.7, | 24.6, | 30 | 12.0, | 96.9, | 184.4, | -64.6, | 29.9, |
| 31 | 12.0, | 67.8, | 177.2, | -66.5, | 34.3, | 32 | 12.0, | 87.1, | 182.6, | -75.2, | 37.3, |
| 33 | 12.0, | 114.3, | 186.2, | -83.8, | 39.5, | 34 | 12.0, | 138.1, | 184.1, | -89.8, | 40.5, |
| 35 | 12.0, | 157.7, | 176.4, | -93.1, | 40.2, | 36 | 12.0, | 120.2, | 116.3, | -8.7, | -53.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00S

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | 13.3, | -32.0, | 2 | 12.0, | 186.1, | 123.0, | -80.6, | 45.9, |
| 3 | 12.0, | 184.4, | 96.9, | -75.3, | 42.0, | 4 | 12.0, | 177.2, | 67.8, | -67.7, | 36.7, |
| 5 | 12.0, | 182.6, | 87.1, | -82.9, | 30.6, | 6 | 12.0, | 186.2, | 114.3, | -101.2, | 23.2, |
| 7 | 12.0, | 128.2, | 98.3, | 11.2, | 41.2, | 8 | 12.0, | 124.1, | 111.0, | -3.0, | 51.0, |
| 9 | 12.0, | 116.3, | 120.2, | -17.2, | 59.2, | 10 | 12.0, | 145.4, | 182.1, | -139.6, | -10.8, |
| 11 | 12.0, | 123.0, | 186.1, | -139.0, | -19.1, | 12 | 12.0, | 96.9, | 184.4, | -134.2, | -26.8, |
| 13 | 12.0, | 67.8, | 177.2, | -125.3, | -33.8, | 14 | 12.0, | 87.1, | 182.6, | -121.8, | -39.3, |
| 15 | 12.0, | 114.3, | 186.2, | -116.3, | -44.0, | 16 | 12.0, | 138.1, | 184.1, | -107.2, | -47.4, |
| 17 | 12.0, | 111.0, | 124.1, | -113.1, | 52.4, | 18 | 12.0, | 120.2, | 116.3, | -117.4, | 42.9, |
| 19 | 12.0, | 125.8, | 104.9, | -118.2, | 32.0, | 20 | 12.0, | 127.6, | 90.3, | -115.3, | 20.2, |
| 21 | 12.0, | 125.5, | 73.0, | -109.0, | 7.8, | 22 | 12.0, | 119.5, | 53.5, | -99.4, | -4.9, |
| 23 | 12.0, | 124.7, | 64.6, | -102.9, | -18.1, | 24 | 12.0, | 128.4, | 82.8, | -107.9, | -30.1, |
| 25 | 12.0, | 128.2, | 98.3, | -109.6, | -41.2, | 26 | 12.0, | 124.1, | 111.0, | -107.9, | -51.0, |
| 27 | 12.0, | 116.3, | 120.2, | -103.0, | -59.2, | 28 | 12.0, | 145.4, | 182.1, | -42.5, | 10.8, |
| 29 | 12.0, | 123.0, | 186.1, | -47.1, | 19.1, | 30 | 12.0, | 96.9, | 184.4, | -50.2, | 26.8, |
| 31 | 12.0, | 67.8, | 177.2, | -51.9, | 33.8, | 32 | 12.0, | 87.1, | 182.6, | -60.7, | 39.3, |
| 33 | 12.0, | 114.3, | 186.2, | -69.9, | 44.0, | 34 | 12.0, | 138.1, | 184.1, | -76.9, | 47.4, |
| 35 | 12.0, | 111.0, | 124.1, | -11.1, | -52.4, | 36 | 12.0, | 120.2, | 116.3, | 1.1, | -42.9, |

SOURCE ID: T4NZA00T

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | 19.7, | -21.4, | 2 | 12.0, | 186.1, | 123.0, | -76.1, | 57.6, |
| 3 | 12.0, | 184.4, | 96.9, | -72.9, | 54.2, | 4 | 12.0, | 177.2, | 67.8, | -67.4, | 49.2, |
| 5 | 12.0, | 182.6, | 87.1, | -84.8, | 42.9, | 6 | 12.0, | 128.4, | 82.8, | 21.1, | 41.9, |
| 7 | 12.0, | 128.2, | 98.3, | 5.2, | 52.1, | 8 | 12.0, | 124.1, | 111.0, | -10.9, | 60.7, |
| 9 | 12.0, | 163.4, | 172.5, | -145.3, | 6.1, | 10 | 12.0, | 145.4, | 182.1, | -150.2, | -4.3, |
| 11 | 12.0, | 123.0, | 186.1, | -150.6, | -14.6, | 12 | 12.0, | 96.9, | 184.4, | -146.4, | -24.4, |
| 13 | 12.0, | 67.8, | 177.2, | -137.8, | -33.5, | 14 | 12.0, | 87.1, | 182.6, | -134.2, | -41.3, |
| 15 | 12.0, | 114.3, | 186.2, | -128.1, | -48.1, | 16 | 12.0, | 98.3, | 128.2, | -116.2, | 54.4, |
| 17 | 12.0, | 111.0, | 124.1, | -122.8, | 44.6, | 18 | 12.0, | 120.2, | 116.3, | -125.6, | 33.5, |
| 19 | 12.0, | 125.8, | 104.9, | -124.6, | 21.4, | 20 | 12.0, | 127.6, | 90.3, | -119.8, | 8.6, |
| 21 | 12.0, | 125.5, | 73.0, | -111.4, | -4.5, | 22 | 12.0, | 119.5, | 53.5, | -99.6, | -17.4, |
| 23 | 12.0, | 124.7, | 64.6, | -101.0, | -30.5, | 24 | 12.0, | 128.4, | 82.8, | -103.9, | -41.9, |
| 25 | 12.0, | 128.2, | 98.3, | -103.5, | -52.1, | 26 | 12.0, | 124.1, | 111.0, | -100.1, | -60.7, |
| 27 | 12.0, | 163.4, | 172.5, | -27.2, | -6.1, | 28 | 12.0, | 145.4, | 182.1, | -31.8, | 4.3, |
| 29 | 12.0, | 123.0, | 186.1, | -35.4, | 14.6, | 30 | 12.0, | 96.9, | 184.4, | -38.0, | 24.4, |
| 31 | 12.0, | 67.8, | 177.2, | -39.4, | 33.5, | 32 | 12.0, | 87.1, | 182.6, | -48.4, | 41.3, |
| 33 | 12.0, | 114.3, | 186.2, | -58.1, | 48.1, | 34 | 12.0, | 98.3, | 128.2, | -12.0, | -54.4, |
| 35 | 12.0, | 111.0, | 124.1, | -1.4, | -44.6, | 36 | 12.0, | 120.2, | 116.3, | 9.3, | -33.5, |

SOURCE ID: T4NZA00U

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -70.9, | 68.6, | 2 | 12.0, | 186.1, | 123.0, | -71.7, | 67.9, |
| 3 | 12.0, | 184.4, | 96.9, | -70.3, | 65.2, | 4 | 12.0, | 177.2, | 67.8, | -66.8, | 60.4, |
| 5 | 12.0, | 182.6, | 87.1, | -86.2, | 54.1, | 6 | 12.0, | 128.4, | 82.8, | 17.9, | 52.7, |
| 7 | 12.0, | 128.2, | 98.3, | 0.1, | 62.1, | 8 | 12.0, | 176.4, | 157.7, | -142.7, | 25.3, |
| 9 | 12.0, | 163.4, | 172.5, | -153.5, | 13.8, | 10 | 12.0, | 145.4, | 182.1, | -159.7, | 1.8, |
| 11 | 12.0, | 123.0, | 186.1, | -161.0, | -10.2, | 12 | 12.0, | 96.9, | 184.4, | -157.4, | -21.9, |
| 13 | 12.0, | 67.8, | 177.2, | -149.0, | -32.9, | 14 | 12.0, | 87.1, | 182.6, | -145.3, | -42.6, |
| 15 | 12.0, | 114.3, | 186.2, | -138.9, | -51.3, | 16 | 12.0, | 98.3, | 128.2, | -126.2, | 49.3, |
| 17 | 12.0, | 111.0, | 124.1, | -131.8, | 37.9, | 18 | 12.0, | 120.2, | 116.3, | -133.3, | 25.3, |
| 19 | 12.0, | 125.8, | 104.9, | -130.8, | 12.0, | 20 | 12.0, | 127.6, | 90.3, | -124.3, | -1.8, |
| 21 | 12.0, | 125.5, | 73.0, | -114.0, | -15.4, | 22 | 12.0, | 119.5, | 53.5, | -100.2, | -28.6, |
| 23 | 12.0, | 124.7, | 64.6, | -99.7, | -41.6, | 24 | 12.0, | 128.4, | 82.8, | -100.6, | -52.7, |
| 25 | 12.0, | 128.2, | 98.3, | -98.5, | -62.1, | 26 | 12.0, | 176.4, | 157.7, | -15.0, | -25.3, |
| 27 | 12.0, | 163.4, | 172.5, | -19.0, | -13.8, | 28 | 12.0, | 145.4, | 182.1, | -22.4, | -1.8, |
| 29 | 12.0, | 123.0, | 186.1, | -25.1, | 10.2, | 30 | 12.0, | 96.9, | 184.4, | -27.1, | 21.9, |
| 31 | 12.0, | 67.8, | 177.2, | -28.2, | 32.9, | 32 | 12.0, | 87.1, | 182.6, | -37.2, | 42.6, |
| 33 | 12.0, | 114.3, | 186.2, | -47.3, | 51.3, | 34 | 12.0, | 98.3, | 128.2, | -2.0, | -49.3, |
| 35 | 12.0, | 111.0, | 124.1, | 7.6, | -37.9, | 36 | 12.0, | 120.2, | 116.3, | 17.0, | -25.3, |

SOURCE ID: T4NZA00V

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -64.9, | 77.9, | 2 | 12.0, | 186.1, | 123.0, | -67.4, | 78.1, |
| 3 | 12.0, | 184.4, | 96.9, | -67.9, | 75.9, | 4 | 12.0, | 177.2, | 67.8, | -66.3, | 71.4, |
| 5 | 12.0, | 182.6, | 87.1, | -87.5, | 65.0, | 6 | 12.0, | 128.4, | 82.8, | 14.6, | 63.2, |
| 7 | 12.0, | 184.1, | 138.1, | -132.6, | 45.9, | 8 | 12.0, | 176.4, | 157.7, | -149.4, | 34.1, |
| 9 | 12.0, | 163.4, | 172.5, | -161.6, | 21.3, | 10 | 12.0, | 145.4, | 182.1, | -168.9, | 7.8, |
| 11 | 12.0, | 123.0, | 186.1, | -171.1, | -5.9, | 12 | 12.0, | 96.9, | 184.4, | -168.2, | -19.4, |
| 13 | 12.0, | 67.8, | 177.2, | -160.1, | -32.4, | 14 | 12.0, | 87.1, | 182.6, | -156.3, | -44.0, |
| 15 | 12.0, | 114.3, | 186.2, | -149.4, | -54.6, | 16 | 12.0, | 98.3, | 128.2, | -136.1, | 44.3, |
| 17 | 12.0, | 111.0, | 124.1, | -140.6, | 31.2, | 18 | 12.0, | 120.2, | 116.3, | -140.8, | 17.2, |
| 19 | 12.0, | 125.8, | 104.9, | -136.8, | 2.7, | 20 | 12.0, | 127.6, | 90.3, | -128.6, | -11.9, |
| 21 | 12.0, | 125.5, | 73.0, | -116.4, | -26.2, | 22 | 12.0, | 119.5, | 53.5, | -100.8, | -39.6, |
| 23 | 12.0, | 124.7, | 64.6, | -98.3, | -52.6, | 24 | 12.0, | 128.4, | 82.8, | -97.3, | -63.2, |
| 25 | 12.0, | 184.1, | 138.1, | -5.6, | -45.9, | 26 | 12.0, | 176.4, | 157.7, | -8.4, | -34.1, |
| 27 | 12.0, | 163.4, | 172.5, | -10.9, | -21.3, | 28 | 12.0, | 145.4, | 182.1, | -13.1, | -7.8, |
| 29 | 12.0, | 123.0, | 186.1, | -14.9, | 5.9, | 30 | 12.0, | 96.9, | 184.4, | -16.3, | 19.4, |
| 31 | 12.0, | 67.8, | 177.2, | -17.2, | 32.4, | 32 | 12.0, | 87.1, | 182.6, | -26.3, | 44.0, |
| 33 | 12.0, | 114.3, | 186.2, | -36.8, | 54.6, | 34 | 12.0, | 98.3, | 128.2, | 7.8, | -44.3, |
| 35 | 12.0, | 111.0, | 124.1, | 16.4, | -31.2, | 36 | 12.0, | 172.5, | 163.4, | -60.4, | 75.3, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA00W

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 182.1, | 145.4, | -121.6, | 4.6, | 2 | 12.0, | 186.1, | 123.0, | -110.5, | -3.9, |
| 3 | 12.0, | 125.5, | 73.0, | 15.2, | -62.1, | 4 | 12.0, | 177.2, | 67.8, | -78.8, | -20.4, |
| 5 | 12.0, | 182.6, | 87.1, | -83.9, | -27.6, | 6 | 12.0, | 186.2, | 114.3, | -92.1, | -34.2, |
| 7 | 12.0, | 184.1, | 138.1, | -97.5, | -39.8, | 8 | 12.0, | 176.4, | 157.7, | -99.9, | -44.2, |
| 9 | 12.0, | 116.3, | 120.2, | 19.4, | 14.1, | 10 | 12.0, | 104.9, | 125.8, | 13.0, | 27.6, |
| 11 | 12.0, | 90.3, | 127.6, | 6.3, | 40.2, | 12 | 12.0, | 96.9, | 184.4, | -79.9, | -47.7, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 87.1, | 182.6, | -63.7, | -40.4, |
| 15 | 12.0, | 114.3, | 186.2, | -58.8, | -34.9, | 16 | 12.0, | 138.1, | 184.1, | -52.2, | -28.4, |
| 17 | 12.0, | 157.7, | 176.4, | -44.0, | -21.1, | 18 | 12.0, | 172.5, | 163.4, | -34.4, | -13.1, |
| 19 | 12.0, | 182.1, | 145.4, | -23.8, | -4.6, | 20 | 12.0, | 186.1, | 123.0, | -12.5, | 3.9, |
| 21 | 12.0, | 125.5, | 73.0, | -88.2, | 62.1, | 22 | 12.0, | 119.5, | 53.5, | -88.3, | 52.2, |
| 23 | 12.0, | 124.7, | 64.6, | -101.9, | 40.0, | 24 | 12.0, | 128.4, | 82.8, | -117.0, | 27.3, |
| 25 | 12.0, | 128.2, | 98.3, | -128.5, | 13.8, | 26 | 12.0, | 124.1, | 111.0, | -136.1, | -0.1, |
| 27 | 12.0, | 116.3, | 120.2, | -139.6, | -14.1, | 28 | 12.0, | 104.9, | 125.8, | -138.8, | -27.6, |
| 29 | 12.0, | 90.3, | 127.6, | -133.9, | -40.2, | 30 | 12.0, | 96.9, | 184.4, | -104.5, | 47.7, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 87.1, | 182.6, | -118.9, | 40.4, |
| 33 | 12.0, | 114.3, | 186.2, | -127.3, | 34.9, | 34 | 12.0, | 138.1, | 184.1, | -131.9, | 28.4, |
| 35 | 12.0, | 157.7, | 176.4, | -132.5, | 21.1, | 36 | 12.0, | 172.5, | 163.4, | -129.0, | 13.1, |

SOURCE ID: T4NZA00X

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -16.0, | -64.4, | 2 | 12.0, | 127.6, | 90.3, | 1.9, | -57.2, |
| 3 | 12.0, | 125.5, | 73.0, | 19.6, | -48.2, | 4 | 12.0, | 177.2, | 67.8, | -76.8, | -5.9, |
| 5 | 12.0, | 182.6, | 87.1, | -84.5, | -13.0, | 6 | 12.0, | 186.2, | 114.3, | -95.2, | -20.0, |
| 7 | 12.0, | 184.1, | 138.1, | -103.0, | -26.4, | 8 | 12.0, | 124.1, | 111.0, | 17.4, | 12.5, |
| 9 | 12.0, | 116.3, | 120.2, | 9.6, | 24.9, | 10 | 12.0, | 104.9, | 125.8, | 1.5, | 36.5, |
| 11 | 12.0, | 90.3, | 127.6, | -6.6, | 47.0, | 12 | 12.0, | 96.9, | 184.4, | -93.8, | -43.2, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 87.1, | 182.6, | -78.3, | -40.9, |
| 15 | 12.0, | 114.3, | 186.2, | -73.1, | -38.0, | 16 | 12.0, | 138.1, | 184.1, | -65.7, | -33.9, |
| 17 | 12.0, | 157.7, | 176.4, | -56.3, | -28.8, | 18 | 12.0, | 172.5, | 163.4, | -45.2, | -22.9, |
| 19 | 12.0, | 125.8, | 104.9, | -89.0, | 64.4, | 20 | 12.0, | 127.6, | 90.3, | -92.2, | 57.2, |
| 21 | 12.0, | 125.5, | 73.0, | -92.6, | 48.2, | 22 | 12.0, | 119.5, | 53.5, | -90.3, | 37.7, |
| 23 | 12.0, | 124.7, | 64.6, | -101.4, | 25.4, | 24 | 12.0, | 128.4, | 82.8, | -113.9, | 13.1, |
| 25 | 12.0, | 128.2, | 98.3, | -123.0, | 0.3, | 26 | 12.0, | 124.1, | 111.0, | -128.4, | -12.5, |
| 27 | 12.0, | 116.3, | 120.2, | -129.8, | -24.9, | 28 | 12.0, | 104.9, | 125.8, | -127.3, | -36.5, |
| 29 | 12.0, | 90.3, | 127.6, | -121.0, | -47.0, | 30 | 12.0, | 96.9, | 184.4, | -90.7, | 43.2, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 87.1, | 182.6, | -104.3, | 40.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 12.0, | 114.3, | 186.2, | -113.1, | 38.0, | 34 | 12.0, | 138.1, | 184.1, | -118.4, | 33.9, |
| 35 | 12.0, | 157.7, | 176.4, | -120.1, | 28.8, | 36 | 12.0, | 172.5, | 163.4, | -118.2, | 22.9, |

SOURCE ID: T4NZA00Y

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -10.2, | -54.4, | 2 | 12.0, | 127.6, | 90.3, | 5.8, | -46.3, |
| 3 | 12.0, | 125.5, | 73.0, | 21.6, | -36.8, | 4 | 12.0, | 177.2, | 67.8, | -76.8, | 5.6, |
| 5 | 12.0, | 182.6, | 87.1, | -86.5, | -1.6, | 6 | 12.0, | 186.2, | 114.3, | -99.2, | -9.1, |
| 7 | 12.0, | 128.2, | 98.3, | 18.8, | 9.7, | 8 | 12.0, | 124.1, | 111.0, | 9.9, | 21.3, |
| 9 | 12.0, | 116.3, | 120.2, | 0.7, | 32.2, | 10 | 12.0, | 104.9, | 125.8, | -8.5, | 42.2, |
| 11 | 12.0, | 90.3, | 127.6, | -17.5, | 50.9, | 12 | 12.0, | 96.9, | 184.4, | -105.2, | -41.3, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 87.1, | 182.6, | -89.7, | -43.0, |
| 15 | 12.0, | 114.3, | 186.2, | -84.0, | -42.0, | 16 | 12.0, | 138.1, | 184.1, | -75.7, | -39.8, |
| 17 | 12.0, | 157.7, | 176.4, | -65.1, | -36.3, | 18 | 12.0, | 120.2, | 116.3, | -90.4, | 60.8, |
| 19 | 12.0, | 125.8, | 104.9, | -94.7, | 54.4, | 20 | 12.0, | 127.6, | 90.3, | -96.1, | 46.3, |
| 21 | 12.0, | 125.5, | 73.0, | -94.6, | 36.8, | 22 | 12.0, | 119.5, | 53.5, | -90.2, | 26.2, |
| 23 | 12.0, | 124.7, | 64.6, | -99.3, | 14.1, | 24 | 12.0, | 128.4, | 82.8, | -109.9, | 2.2, |
| 25 | 12.0, | 128.2, | 98.3, | -117.2, | -9.7, | 26 | 12.0, | 124.1, | 111.0, | -120.9, | -21.3, |
| 27 | 12.0, | 116.3, | 120.2, | -120.9, | -32.2, | 28 | 12.0, | 104.9, | 125.8, | -117.3, | -42.2, |
| 29 | 12.0, | 90.3, | 127.6, | -110.0, | -50.9, | 30 | 12.0, | 96.9, | 184.4, | -79.2, | 41.3, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 87.1, | 182.6, | -92.9, | 43.0, |
| 33 | 12.0, | 114.3, | 186.2, | -102.2, | 42.0, | 34 | 12.0, | 138.1, | 184.1, | -108.4, | 39.8, |
| 35 | 12.0, | 157.7, | 176.4, | -111.3, | 36.3, | 36 | 12.0, | 120.2, | 116.3, | -25.9, | -60.8, |

SOURCE ID: T4NZA00Z

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | -2.2, | -41.8, | 2 | 12.0, | 127.6, | 90.3, | 11.5, | -32.5, |
| 3 | 12.0, | 184.4, | 96.9, | -86.5, | 27.6, | 4 | 12.0, | 177.2, | 67.8, | -76.2, | 20.6, |
| 5 | 12.0, | 182.6, | 87.1, | -88.5, | 13.2, | 6 | 12.0, | 128.4, | 82.8, | 22.7, | 12.0, |
| 7 | 12.0, | 128.2, | 98.3, | 11.9, | 22.9, | 8 | 12.0, | 124.1, | 111.0, | 0.8, | 33.1, |
| 9 | 12.0, | 116.3, | 120.2, | -10.3, | 42.3, | 10 | 12.0, | 104.9, | 125.8, | -21.1, | 50.3, |
| 11 | 12.0, | 123.0, | 186.1, | -126.7, | -32.6, | 12 | 12.0, | 96.9, | 184.4, | -119.8, | -38.0, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 87.1, | 182.6, | -104.5, | -44.9, |
| 15 | 12.0, | 114.3, | 186.2, | -98.2, | -46.5, | 16 | 12.0, | 138.1, | 184.1, | -89.0, | -46.6, |
| 17 | 12.0, | 111.0, | 124.1, | -95.2, | 56.3, | 18 | 12.0, | 120.2, | 116.3, | -100.5, | 49.8, |
| 19 | 12.0, | 125.8, | 104.9, | -102.7, | 41.8, | 20 | 12.0, | 127.6, | 90.3, | -101.8, | 32.5, |
| 21 | 12.0, | 125.5, | 73.0, | -97.8, | 22.2, | 22 | 12.0, | 119.5, | 53.5, | -90.9, | 11.2, |
| 23 | 12.0, | 124.7, | 64.6, | -97.4, | -0.8, | 24 | 12.0, | 128.4, | 82.8, | -105.4, | -12.0, |
| 25 | 12.0, | 128.2, | 98.3, | -110.3, | -22.9, | 26 | 12.0, | 124.1, | 111.0, | -111.8, | -33.1, |
| 27 | 12.0, | 116.3, | 120.2, | -109.9, | -42.3, | 28 | 12.0, | 104.9, | 125.8, | -104.7, | -50.3, |
| 29 | 12.0, | 123.0, | 186.1, | -59.3, | 32.6, | 30 | 12.0, | 96.9, | 184.4, | -64.7, | 38.0, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 87.1, | 182.6, | -78.1, | 44.9, |
| 33 | 12.0, | 114.3, | 186.2, | -88.0, | 46.5, | 34 | 12.0, | 138.1, | 184.1, | -95.1, | 46.6, |
| 35 | 12.0, | 111.0, | 124.1, | -28.9, | -56.3, | 36 | 12.0, | 120.2, | 116.3, | -15.8, | -49.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: T4NZA010

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 125.8, | 104.9, | 5.2, | -28.8, | 2 | 12.0, | 127.6, | 90.3, | 16.5, | -18.4, |
| 3 | 12.0, | 184.4, | 96.9, | -84.0, | 42.3, | 4 | 12.0, | 177.2, | 67.8, | -76.3, | 35.5, |
| 5 | 12.0, | 182.6, | 87.1, | -91.2, | 27.9, | 6 | 12.0, | 128.4, | 82.8, | 17.5, | 26.0, |
| 7 | 12.0, | 128.2, | 98.3, | 4.4, | 35.8, | 8 | 12.0, | 124.1, | 111.0, | -8.8, | 44.5, |
| 9 | 12.0, | 116.3, | 120.2, | -21.8, | 51.8, | 10 | 12.0, | 104.9, | 125.8, | -34.1, | 57.6, |
| 11 | 12.0, | 123.0, | 186.1, | -140.8, | -27.6, | 12 | 12.0, | 96.9, | 184.4, | -134.5, | -35.5, |
| 13 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 14 | 12.0, | 87.1, | 182.6, | -119.1, | -47.6, |
| 15 | 12.0, | 114.3, | 186.2, | -112.2, | -51.7, | 16 | 12.0, | 98.3, | 128.2, | -99.9, | 53.5, |
| 17 | 12.0, | 111.0, | 124.1, | -106.6, | 46.6, | 18 | 12.0, | 120.2, | 116.3, | -110.0, | 38.3, |
| 19 | 12.0, | 125.8, | 104.9, | -110.1, | 28.8, | 20 | 12.0, | 127.6, | 90.3, | -106.8, | 18.4, |
| 21 | 12.0, | 125.5, | 73.0, | -100.3, | 7.5, | 22 | 12.0, | 119.5, | 53.5, | -90.8, | -3.7, |
| 23 | 12.0, | 124.7, | 64.6, | -94.7, | -15.4, | 24 | 12.0, | 128.4, | 82.8, | -100.2, | -26.0, |
| 25 | 12.0, | 128.2, | 98.3, | -102.7, | -35.8, | 26 | 12.0, | 124.1, | 111.0, | -102.1, | -44.5, |
| 27 | 12.0, | 116.3, | 120.2, | -98.4, | -51.8, | 28 | 12.0, | 104.9, | 125.8, | -91.7, | -57.6, |
| 29 | 12.0, | 123.0, | 186.1, | -45.3, | 27.6, | 30 | 12.0, | 96.9, | 184.4, | -50.0, | 35.5, |
| 31 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 32 | 12.0, | 87.1, | 182.6, | -63.4, | 47.6, |
| 33 | 12.0, | 114.3, | 186.2, | -74.0, | 51.7, | 34 | 12.0, | 98.3, | 128.2, | -28.3, | -53.5, |
| 35 | 12.0, | 111.0, | 124.1, | -17.6, | -46.6, | 36 | 12.0, | 120.2, | 116.3, | -6.3, | -38.3, |

SOURCE ID: IM1GI00L

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -84.9, | -43.5, | 2 | 12.0, | 106.4, | 90.7, | -81.2, | -51.7, |
| 3 | 12.0, | 128.9, | 123.4, | -55.0, | 28.0, | 4 | 12.0, | 118.4, | 124.7, | -62.1, | 27.9, |
| 5 | 12.0, | 104.2, | 122.2, | -67.3, | 26.9, | 6 | 12.0, | 86.9, | 116.0, | -70.4, | 25.1, |
| 7 | 12.0, | 80.3, | 120.8, | -77.1, | 24.7, | 8 | 12.0, | 83.4, | 130.6, | -85.6, | 28.3, |
| 9 | 12.0, | 97.7, | 136.4, | -91.6, | 24.1, | 10 | 12.0, | 83.9, | 108.8, | -10.9, | -43.0, |
| 11 | 12.0, | 90.7, | 106.4, | -1.5, | -35.8, | 12 | 12.0, | 94.8, | 100.8, | 7.9, | -27.6, |
| 13 | 12.0, | 95.9, | 92.1, | 17.1, | -18.5, | 14 | 12.0, | 122.2, | 104.2, | -79.0, | -6.2, |
| 15 | 12.0, | 116.0, | 86.9, | -68.6, | -12.4, | 16 | 12.0, | 120.8, | 80.3, | -64.9, | -16.7, |
| 17 | 12.0, | 103.7, | 64.5, | 21.7, | 23.5, | 18 | 12.0, | 107.9, | 74.6, | 11.5, | 34.0, |
| 19 | 12.0, | 108.8, | 83.9, | 1.0, | 43.5, | 20 | 12.0, | 106.4, | 90.7, | -9.5, | 51.7, |
| 21 | 12.0, | 128.9, | 123.4, | -68.4, | -28.0, | 22 | 12.0, | 118.4, | 124.7, | -62.6, | -27.9, |
| 23 | 12.0, | 104.2, | 122.2, | -54.9, | -26.9, | 24 | 12.0, | 86.9, | 116.0, | -45.5, | -25.1, |
| 25 | 12.0, | 80.3, | 120.8, | -43.7, | -24.7, | 26 | 12.0, | 83.4, | 130.6, | -44.9, | -28.3, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 12.0, | 97.7, | 136.4, | -44.8, | -24.1, | 28 | 12.0, | 83.9, | 108.8, | -98.0, | 43.0, |
| 29 | 12.0, | 90.7, | 106.4, | -104.9, | 35.8, | 30 | 12.0, | 94.8, | 100.8, | -108.7, | 27.6, |
| 31 | 12.0, | 95.9, | 92.1, | -109.2, | 18.5, | 32 | 12.0, | 94.1, | 80.6, | -106.4, | 8.9, |
| 33 | 12.0, | 89.5, | 66.7, | -100.3, | -1.0, | 34 | 12.0, | 96.4, | 61.3, | -92.4, | -12.3, |
| 35 | 12.0, | 103.7, | 64.5, | -86.1, | -23.5, | 36 | 12.0, | 107.9, | 74.6, | -86.1, | -34.0, |

SOURCE ID: IM1GI00N

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | 0.8, | -28.9, | 2 | 12.0, | 135.6, | 118.3, | -0.5, | -20.1, |
| 3 | 12.0, | 128.9, | 123.4, | -1.7, | -10.7, | 4 | 12.0, | 118.4, | 124.7, | -2.8, | -1.0, |
| 5 | 12.0, | 104.2, | 122.2, | -3.9, | 8.8, | 6 | 12.0, | 86.9, | 116.0, | -4.9, | 18.2, |
| 7 | 12.0, | 80.3, | 120.8, | -11.4, | 29.3, | 8 | 12.0, | 83.4, | 130.6, | -21.7, | 44.2, |
| 9 | 12.0, | 97.7, | 136.4, | -31.4, | 50.8, | 10 | 12.0, | 109.7, | 138.1, | -40.1, | 55.6, |
| 11 | 12.0, | 118.3, | 135.6, | -47.7, | 58.7, | 12 | 12.0, | 123.4, | 128.9, | -53.7, | 60.0, |
| 13 | 12.0, | 124.7, | 118.4, | -58.2, | 59.5, | 14 | 12.0, | 122.2, | 104.2, | -60.9, | 57.2, |
| 15 | 12.0, | 116.0, | 86.9, | -61.7, | 53.1, | 16 | 12.0, | 120.8, | 80.3, | -69.5, | 49.0, |
| 17 | 12.0, | 130.6, | 83.4, | -85.9, | 43.6, | 18 | 12.0, | 136.4, | 97.7, | -99.7, | 36.8, |
| 19 | 12.0, | 138.1, | 109.7, | -110.5, | 28.9, | 20 | 12.0, | 135.6, | 118.3, | -117.9, | 20.1, |
| 21 | 12.0, | 128.9, | 123.4, | -121.7, | 10.7, | 22 | 12.0, | 118.4, | 124.7, | -121.8, | 1.0, |
| 23 | 12.0, | 104.2, | 122.2, | -118.2, | -8.8, | 24 | 12.0, | 86.9, | 116.0, | -111.1, | -18.2, |
| 25 | 12.0, | 80.3, | 120.8, | -109.4, | -29.3, | 26 | 12.0, | 64.5, | 103.7, | -139.3, | 37.9, |
| 27 | 12.0, | 74.6, | 107.9, | -148.2, | 22.0, | 28 | 12.0, | 83.9, | 108.8, | -152.6, | 6.1, |
| 29 | 12.0, | 90.7, | 106.4, | -152.3, | -10.0, | 30 | 12.0, | 94.8, | 100.8, | -147.4, | -25.7, |
| 31 | 12.0, | 95.9, | 92.1, | -138.1, | -40.7, | 32 | 12.0, | 122.2, | 104.2, | -43.4, | -57.2, |
| 33 | 12.0, | 116.0, | 86.9, | -25.2, | -53.1, | 34 | 12.0, | 120.8, | 80.3, | -10.8, | -49.0, |
| 35 | 12.0, | 130.6, | 83.4, | 2.5, | -43.6, | 36 | 12.0, | 136.4, | 97.7, | 2.0, | -36.8, |

SOURCE ID: IM1GI00P

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -81.6, | -47.7, | 2 | 12.0, | 106.4, | 90.7, | -77.2, | -55.3, |
| 3 | 12.0, | 128.9, | 123.4, | -50.5, | 25.2, | 4 | 12.0, | 118.4, | 124.7, | -57.1, | 25.9, |
| 5 | 12.0, | 104.2, | 122.2, | -62.1, | 25.8, | 6 | 12.0, | 86.9, | 116.0, | -65.1, | 24.9, |
| 7 | 12.0, | 80.3, | 120.8, | -71.8, | 25.5, | 8 | 12.0, | 83.4, | 130.6, | -80.6, | 29.9, |
| 9 | 12.0, | 97.7, | 136.4, | -86.9, | 26.6, | 10 | 12.0, | 83.9, | 108.8, | -6.7, | -39.7, |
| 11 | 12.0, | 90.7, | 106.4, | 2.1, | -31.9, | 12 | 12.0, | 94.8, | 100.8, | 10.7, | -23.1, |
| 13 | 12.0, | 95.9, | 92.1, | 19.1, | -13.6, | 14 | 12.0, | 122.2, | 104.2, | -77.9, | -1.0, |
| 15 | 12.0, | 116.0, | 86.9, | -68.4, | -7.1, | 16 | 12.0, | 120.8, | 80.3, | -65.6, | -11.4, |
| 17 | 12.0, | 103.7, | 64.5, | 20.0, | 28.6, | 18 | 12.0, | 107.9, | 74.6, | 9.0, | 38.8, |
| 19 | 12.0, | 108.8, | 83.9, | -2.3, | 47.7, | 20 | 12.0, | 106.4, | 90.7, | -13.5, | 55.3, |
| 21 | 12.0, | 128.9, | 123.4, | -72.9, | -25.2, | 22 | 12.0, | 118.4, | 124.7, | -67.5, | -25.9, |
| 23 | 12.0, | 104.2, | 122.2, | -60.1, | -25.8, | 24 | 12.0, | 86.9, | 116.0, | -50.9, | -24.9, |
| 25 | 12.0, | 80.3, | 120.8, | -49.0, | -25.5, | 26 | 12.0, | 83.4, | 130.6, | -50.0, | -29.9, |
| 27 | 12.0, | 97.7, | 136.4, | -49.5, | -26.6, | 28 | 12.0, | 83.9, | 108.8, | -102.1, | 39.7, |
| 29 | 12.0, | 90.7, | 106.4, | -108.5, | 31.9, | 30 | 12.0, | 94.8, | 100.8, | -111.5, | 23.1, |
| 31 | 12.0, | 95.9, | 92.1, | -111.2, | 13.6, | 32 | 12.0, | 94.1, | 80.6, | -107.5, | 3.7, |
| 33 | 12.0, | 89.5, | 66.7, | -100.5, | -6.3, | 34 | 12.0, | 96.4, | 61.3, | -91.7, | -17.6, |
| 35 | 12.0, | 103.7, | 64.5, | -84.5, | -28.6, | 36 | 12.0, | 107.9, | 74.6, | -83.6, | -38.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI00Q

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -78.0, | -52.2, | 2 | 12.0, | 106.4, | 90.7, | -72.9, | -59.0, |
| 3 | 12.0, | 128.9, | 123.4, | -45.5, | 22.3, | 4 | 12.0, | 118.4, | 124.7, | -51.8, | 23.9, |
| 5 | 12.0, | 104.2, | 122.2, | -56.4, | 24.7, | 6 | 12.0, | 86.9, | 116.0, | -59.4, | 24.9, |
| 7 | 12.0, | 80.3, | 120.8, | -66.1, | 26.4, | 8 | 12.0, | 83.4, | 130.6, | -75.2, | 31.8, |
| 9 | 12.0, | 97.7, | 136.4, | -81.9, | 29.4, | 10 | 12.0, | 83.9, | 108.8, | -2.2, | -36.1, |
| 11 | 12.0, | 90.7, | 106.4, | 5.8, | -27.5, | 12 | 12.0, | 94.8, | 100.8, | 13.7, | -18.2, |
| 13 | 12.0, | 95.9, | 92.1, | 21.1, | -8.2, | 14 | 12.0, | 122.2, | 104.2, | -76.8, | 4.7, |
| 15 | 12.0, | 116.0, | 86.9, | -68.3, | -1.4, | 16 | 12.0, | 120.8, | 80.3, | -66.6, | -5.8, |
| 17 | 12.0, | 103.7, | 64.5, | 18.1, | 34.0, | 18 | 12.0, | 107.9, | 74.6, | 6.2, | 43.8, |
| 19 | 12.0, | 108.8, | 83.9, | -5.9, | 52.2, | 20 | 12.0, | 106.4, | 90.7, | -17.8, | 59.0, |
| 21 | 12.0, | 128.9, | 123.4, | -77.8, | -22.3, | 22 | 12.0, | 118.4, | 124.7, | -72.9, | -23.9, |
| 23 | 12.0, | 104.2, | 122.2, | -65.7, | -24.7, | 24 | 12.0, | 86.9, | 116.0, | -56.6, | -24.9, |
| 25 | 12.0, | 80.3, | 120.8, | -54.6, | -26.4, | 26 | 12.0, | 83.4, | 130.6, | -55.4, | -31.8, |
| 27 | 12.0, | 97.7, | 136.4, | -54.5, | -29.4, | 28 | 12.0, | 83.9, | 108.8, | -106.6, | 36.1, |
| 29 | 12.0, | 90.7, | 106.4, | -112.2, | 27.5, | 30 | 12.0, | 94.8, | 100.8, | -114.5, | 18.2, |
| 31 | 12.0, | 95.9, | 92.1, | -113.2, | 8.2, | 32 | 12.0, | 94.1, | 80.6, | -108.5, | -1.9, |
| 33 | 12.0, | 89.5, | 66.7, | -100.5, | -12.1, | 34 | 12.0, | 96.4, | 61.3, | -90.8, | -23.2, |
| 35 | 12.0, | 103.7, | 64.5, | -82.6, | -34.0, | 36 | 12.0, | 107.9, | 74.6, | -80.8, | -43.8, |

SOURCE ID: IM1GI00R

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -74.9, | -57.3, | 2 | 12.0, | 135.6, | 118.3, | -33.9, | 15.5, |
| 3 | 12.0, | 128.9, | 123.4, | -40.8, | 18.5, | 4 | 12.0, | 118.4, | 124.7, | -46.5, | 21.0, |
| 5 | 12.0, | 104.2, | 122.2, | -50.7, | 22.8, | 6 | 12.0, | 86.9, | 116.0, | -53.4, | 24.0, |
| 7 | 12.0, | 80.3, | 120.8, | -60.1, | 26.6, | 8 | 12.0, | 83.4, | 130.6, | -69.3, | 33.0, |
| 9 | 12.0, | 74.6, | 107.9, | -4.6, | -41.3, | 10 | 12.0, | 83.9, | 108.8, | 2.9, | -32.9, |
| 11 | 12.0, | 90.7, | 106.4, | 10.3, | -23.5, | 12 | 12.0, | 94.8, | 100.8, | 17.4, | -13.4, |
| 13 | 12.0, | 95.9, | 92.1, | 24.0, | -2.9, | 14 | 12.0, | 122.2, | 104.2, | -74.9, | 10.4, |
| 15 | 12.0, | 116.0, | 86.9, | -67.4, | 4.6, | 16 | 12.0, | 120.8, | 80.3, | -66.7, | 0.2, |
| 17 | 12.0, | 103.7, | 64.5, | 16.9, | 39.9, | 18 | 12.0, | 107.9, | 74.6, | 4.0, | 49.3, |
| 19 | 12.0, | 108.8, | 83.9, | -9.1, | 57.3, | 20 | 12.0, | 135.6, | 118.3, | -84.4, | -15.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | 12.0, | 128.9, | 123.4, | -82.5, | -18.5, | 22 | 12.0, | 118.4, | 124.7, | -78.2, | -21.0, |
| 23 | 12.0, | 104.2, | 122.2, | -71.4, | -22.8, | 24 | 12.0, | 86.9, | 116.0, | -62.5, | -24.0, |
| 25 | 12.0, | 80.3, | 120.8, | -60.6, | -26.6, | 26 | 12.0, | 83.4, | 130.6, | -61.3, | -33.0, |
| 27 | 12.0, | 74.6, | 107.9, | -103.3, | 41.3, | 28 | 12.0, | 83.9, | 108.8, | -111.7, | 32.9, |
| 29 | 12.0, | 90.7, | 106.4, | -116.7, | 23.5, | 30 | 12.0, | 94.8, | 100.8, | -118.2, | 13.4, |
| 31 | 12.0, | 95.9, | 92.1, | -116.1, | 2.9, | 32 | 12.0, | 94.1, | 80.6, | -110.5, | -7.7, |
| 33 | 12.0, | 89.5, | 66.7, | -101.5, | -18.0, | 34 | 12.0, | 96.4, | 61.3, | -90.6, | -29.2, |
| 35 | 12.0, | 103.7, | 64.5, | -81.4, | -39.9, | 36 | 12.0, | 107.9, | 74.6, | -78.6, | -49.3, |

SOURCE ID: IM1GI00S

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -23.0, | 7.1, | 2 | 12.0, | 135.6, | 118.3, | -30.2, | 11.2, |
| 3 | 12.0, | 128.9, | 123.4, | -36.4, | 15.0, | 4 | 12.0, | 118.4, | 124.7, | -41.5, | 18.3, |
| 5 | 12.0, | 104.2, | 122.2, | -45.3, | 21.0, | 6 | 12.0, | 86.9, | 116.0, | -47.8, | 23.1, |
| 7 | 12.0, | 80.3, | 120.8, | -54.4, | 26.7, | 8 | 12.0, | 83.4, | 130.6, | -63.7, | 34.1, |
| 9 | 12.0, | 74.6, | 107.9, | 0.7, | -39.2, | 10 | 12.0, | 83.9, | 108.8, | 7.8, | -29.9, |
| 11 | 12.0, | 90.7, | 106.4, | 14.6, | -19.8, | 12 | 12.0, | 94.8, | 100.8, | 21.0, | -9.0, |
| 13 | 12.0, | 124.7, | 118.4, | -77.5, | 20.9, | 14 | 12.0, | 122.2, | 104.2, | -73.1, | 15.8, |
| 15 | 12.0, | 116.0, | 86.9, | -66.6, | 10.2, | 16 | 12.0, | 120.8, | 80.3, | -66.9, | 6.0, |
| 17 | 12.0, | 103.7, | 64.5, | 15.8, | 45.5, | 18 | 12.0, | 107.9, | 74.6, | 1.9, | 54.6, |
| 19 | 12.0, | 138.1, | 109.7, | -86.6, | -7.1, | 20 | 12.0, | 135.6, | 118.3, | -88.2, | -11.2, |
| 21 | 12.0, | 128.9, | 123.4, | -87.0, | -15.0, | 22 | 12.0, | 118.4, | 124.7, | -83.2, | -18.3, |
| 23 | 12.0, | 104.2, | 122.2, | -76.8, | -21.0, | 24 | 12.0, | 86.9, | 116.0, | -68.2, | -23.1, |
| 25 | 12.0, | 80.3, | 120.8, | -66.3, | -26.7, | 26 | 12.0, | 83.4, | 130.6, | -66.9, | -34.1, |
| 27 | 12.0, | 74.6, | 107.9, | -108.6, | 39.2, | 28 | 12.0, | 83.9, | 108.8, | -116.6, | 29.9, |
| 29 | 12.0, | 90.7, | 106.4, | -121.0, | 19.8, | 30 | 12.0, | 94.8, | 100.8, | -121.8, | 9.0, |
| 31 | 12.0, | 95.9, | 92.1, | -118.8, | -2.1, | 32 | 12.0, | 94.1, | 80.6, | -112.2, | -13.1, |
| 33 | 12.0, | 89.5, | 66.7, | -102.3, | -23.7, | 34 | 12.0, | 96.4, | 61.3, | -90.4, | -34.9, |
| 35 | 12.0, | 103.7, | 64.5, | -80.2, | -45.5, | 36 | 12.0, | 107.9, | 74.6, | -76.5, | -54.6, |

SOURCE ID: IM1GI00T

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -20.0, | 3.8, | 2 | 12.0, | 135.6, | 118.3, | -26.6, | 8.5, |
| 3 | 12.0, | 128.9, | 123.4, | -32.4, | 12.9, | 4 | 12.0, | 118.4, | 124.7, | -37.2, | 16.9, |
| 5 | 12.0, | 104.2, | 122.2, | -40.9, | 20.4, | 6 | 12.0, | 86.9, | 116.0, | -43.3, | 23.3, |
| 7 | 12.0, | 80.3, | 120.8, | -50.0, | 27.7, | 8 | 12.0, | 83.4, | 130.6, | -59.5, | 35.9, |
| 9 | 12.0, | 74.6, | 107.9, | 4.5, | -36.8, | 10 | 12.0, | 83.9, | 108.8, | 11.1, | -26.9, |
| 11 | 12.0, | 90.7, | 106.4, | 17.3, | -16.2, | 12 | 12.0, | 94.8, | 100.8, | 23.1, | -5.0, |
| 13 | 12.0, | 124.7, | 118.4, | -76.1, | 25.1, | 14 | 12.0, | 122.2, | 104.2, | -72.5, | 20.2, |
| 15 | 12.0, | 116.0, | 86.9, | -66.8, | 14.7, | 16 | 12.0, | 120.8, | 80.3, | -67.8, | 10.4, |
| 17 | 12.0, | 103.7, | 64.5, | 14.1, | 49.6, | 18 | 12.0, | 107.9, | 74.6, | -0.5, | 58.4, |
| 19 | 12.0, | 138.1, | 109.7, | -89.7, | -3.8, | 20 | 12.0, | 135.6, | 118.3, | -91.7, | -8.5, |
| 21 | 12.0, | 128.9, | 123.4, | -91.0, | -12.9, | 22 | 12.0, | 118.4, | 124.7, | -87.5, | -16.9, |
| 23 | 12.0, | 104.2, | 122.2, | -81.3, | -20.4, | 24 | 12.0, | 86.9, | 116.0, | -72.7, | -23.3, |
| 25 | 12.0, | 80.3, | 120.8, | -70.7, | -27.7, | 26 | 12.0, | 83.4, | 130.6, | -71.0, | -35.9, |
| 27 | 12.0, | 74.6, | 107.9, | -112.4, | 36.8, | 28 | 12.0, | 83.9, | 108.8, | -119.9, | 26.9, |
| 29 | 12.0, | 90.7, | 106.4, | -123.8, | 16.2, | 30 | 12.0, | 94.8, | 100.8, | -123.8, | 5.0, |
| 31 | 12.0, | 95.9, | 92.1, | -120.2, | -6.4, | 32 | 12.0, | 94.1, | 80.6, | -112.8, | -17.5, |
| 33 | 12.0, | 89.5, | 66.7, | -102.1, | -28.2, | 34 | 12.0, | 96.4, | 61.3, | -89.5, | -39.3, |
| 35 | 12.0, | 103.7, | 64.5, | -78.5, | -49.6, | 36 | 12.0, | 107.9, | 74.6, | -74.1, | -58.4, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI00U

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -16.7, | -1.3, | 2 | 12.0, | 135.6, | 118.3, | -22.4, | 4.0, |
| 3 | 12.0, | 128.9, | 123.4, | -27.5, | 9.2, | 4 | 12.0, | 118.4, | 124.7, | -31.8, | 14.2, |
| 5 | 12.0, | 104.2, | 122.2, | -35.0, | 18.7, | 6 | 12.0, | 86.9, | 116.0, | -37.2, | 22.6, |
| 7 | 12.0, | 80.3, | 120.8, | -44.0, | 28.0, | 8 | 12.0, | 83.4, | 130.6, | -53.6, | 37.2, |
| 9 | 12.0, | 74.6, | 107.9, | 10.1, | -34.4, | 10 | 12.0, | 83.9, | 108.8, | 16.2, | -23.6, |
| 11 | 12.0, | 90.7, | 106.4, | 21.8, | -12.0, | 12 | 12.0, | 123.4, | 128.9, | -73.7, | 34.2, |
| 13 | 12.0, | 124.7, | 118.4, | -73.3, | 30.6, | 14 | 12.0, | 122.2, | 104.2, | -70.8, | 26.1, |
| 15 | 12.0, | 116.0, | 86.9, | -66.0, | 20.7, | 16 | 12.0, | 120.8, | 80.3, | -68.2, | 16.4, |
| 17 | 12.0, | 103.7, | 64.5, | 12.7, | 55.6, | 18 | 12.0, | 136.4, | 97.7, | -87.3, | 6.6, |
| 19 | 12.0, | 138.1, | 109.7, | -93.0, | 1.3, | 20 | 12.0, | 135.6, | 118.3, | -95.9, | -4.0, |
| 21 | 12.0, | 128.9, | 123.4, | -95.8, | -9.2, | 22 | 12.0, | 118.4, | 124.7, | -92.9, | -14.2, |
| 23 | 12.0, | 104.2, | 122.2, | -87.1, | -18.7, | 24 | 12.0, | 86.9, | 116.0, | -78.7, | -22.6, |
| 25 | 12.0, | 80.3, | 120.8, | -76.8, | -28.0, | 26 | 12.0, | 83.4, | 130.6, | -77.0, | -37.2, |
| 27 | 12.0, | 74.6, | 107.9, | -118.0, | 34.4, | 28 | 12.0, | 83.9, | 108.8, | -125.0, | 23.6, |
| 29 | 12.0, | 90.7, | 106.4, | -128.2, | 12.0, | 30 | 12.0, | 94.8, | 100.8, | -127.5, | 0.1, |
| 31 | 12.0, | 95.9, | 92.1, | -122.9, | -11.8, | 32 | 12.0, | 94.1, | 80.6, | -114.6, | -23.4, |
| 33 | 12.0, | 89.5, | 66.7, | -102.8, | -34.2, | 34 | 12.0, | 96.4, | 61.3, | -89.1, | -45.4, |
| 35 | 12.0, | 103.7, | 64.5, | -77.1, | -55.6, | 36 | 12.0, | 136.4, | 97.7, | -10.4, | -6.6, |

SOURCE ID: IM1GI00V

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -12.8, | -7.4, | 2 | 12.0, | 135.6, | 118.3, | -17.6, | -1.4, |
| 3 | 12.0, | 128.9, | 123.4, | -21.8, | 4.8, | 4 | 12.0, | 118.4, | 124.7, | -25.4, | 10.8, |
| 5 | 12.0, | 104.2, | 122.2, | -28.2, | 16.4, | 6 | 12.0, | 86.9, | 116.0, | -30.1, | 21.6, |
| 7 | 12.0, | 80.3, | 120.8, | -36.8, | 28.3, | 8 | 12.0, | 83.4, | 130.6, | -46.5, | 38.7, |
| 9 | 12.0, | 74.6, | 107.9, | 16.8, | -31.7, | 10 | 12.0, | 83.9, | 108.8, | 22.3, | -19.8, |
| 11 | 12.0, | 118.3, | 135.6, | -66.4, | 41.6, | 12 | 12.0, | 123.4, | 128.9, | -69.2, | 39.9, |
| 13 | 12.0, | 124.7, | 118.4, | -70.0, | 36.9, | 14 | 12.0, | 122.2, | 104.2, | -68.5, | 32.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 12.0, | 116.0, | 86.9, | -65.0, | 27.9, | 16 | 12.0, | 120.8, | 80.3, | -68.4, | 23.7, |
| 17 | 12.0, | 130.6, | 83.4, | -80.4, | 18.8, | 18 | 12.0, | 136.4, | 97.7, | -90.0, | 13.3, |
| 19 | 12.0, | 138.1, | 109.7, | -96.8, | 7.4, | 20 | 12.0, | 135.6, | 118.3, | -100.7, | 1.4, |
| 21 | 12.0, | 128.9, | 123.4, | -101.5, | -4.8, | 22 | 12.0, | 118.4, | 124.7, | -99.3, | -10.8, |
| 23 | 12.0, | 104.2, | 122.2, | -94.0, | -16.4, | 24 | 12.0, | 86.9, | 116.0, | -85.9, | -21.6, |
| 25 | 12.0, | 80.3, | 120.8, | -84.0, | -28.3, | 26 | 12.0, | 83.4, | 130.6, | -84.0, | -38.7, |
| 27 | 12.0, | 74.6, | 107.9, | -124.7, | 31.7, | 28 | 12.0, | 83.9, | 108.8, | -131.1, | 19.8, |
| 29 | 12.0, | 90.7, | 106.4, | -133.6, | 7.2, | 30 | 12.0, | 94.8, | 100.8, | -131.9, | -5.6, |
| 31 | 12.0, | 95.9, | 92.1, | -126.3, | -18.2, | 32 | 12.0, | 94.1, | 80.6, | -116.8, | -30.2, |
| 33 | 12.0, | 89.5, | 66.7, | -103.8, | -41.3, | 34 | 12.0, | 96.4, | 61.3, | -88.9, | -52.6, |
| 35 | 12.0, | 130.6, | 83.4, | -2.9, | -18.8, | 36 | 12.0, | 136.4, | 97.7, | -7.7, | -13.3, |

SOURCE ID: IM1GI00W

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -9.3, | -12.0, | 2 | 12.0, | 135.6, | 118.3, | -13.3, | -5.2, |
| 3 | 12.0, | 128.9, | 123.4, | -16.9, | 1.7, | 4 | 12.0, | 118.4, | 124.7, | -20.0, | 8.6, |
| 5 | 12.0, | 104.2, | 122.2, | -22.5, | 15.2, | 6 | 12.0, | 86.9, | 116.0, | -24.3, | 21.4, |
| 7 | 12.0, | 80.3, | 120.8, | -31.0, | 29.1, | 8 | 12.0, | 83.4, | 130.6, | -41.0, | 40.5, |
| 9 | 12.0, | 74.6, | 107.9, | 21.9, | -29.0, | 10 | 12.0, | 109.7, | 138.1, | -57.0, | 45.5, |
| 11 | 12.0, | 118.3, | 135.6, | -62.6, | 45.8, | 12 | 12.0, | 123.4, | 128.9, | -66.2, | 44.8, |
| 13 | 12.0, | 124.7, | 118.4, | -67.8, | 42.3, | 14 | 12.0, | 122.2, | 104.2, | -67.3, | 38.6, |
| 15 | 12.0, | 116.0, | 86.9, | -64.8, | 33.7, | 16 | 12.0, | 120.8, | 80.3, | -69.2, | 29.4, |
| 17 | 12.0, | 130.6, | 83.4, | -82.2, | 24.2, | 18 | 12.0, | 136.4, | 97.7, | -92.7, | 18.4, |
| 19 | 12.0, | 138.1, | 109.7, | -100.4, | 12.0, | 20 | 12.0, | 135.6, | 118.3, | -105.0, | 5.2, |
| 21 | 12.0, | 128.9, | 123.4, | -106.4, | -1.7, | 22 | 12.0, | 118.4, | 124.7, | -104.6, | -8.6, |
| 23 | 12.0, | 104.2, | 122.2, | -99.6, | -15.2, | 24 | 12.0, | 86.9, | 116.0, | -91.6, | -21.4, |
| 25 | 12.0, | 80.3, | 120.8, | -89.8, | -29.1, | 26 | 12.0, | 83.4, | 130.6, | -89.5, | -40.5, |
| 27 | 12.0, | 74.6, | 107.9, | -129.8, | 29.0, | 28 | 12.0, | 83.9, | 108.8, | -135.7, | 16.2, |
| 29 | 12.0, | 90.7, | 106.4, | -137.4, | 2.9, | 30 | 12.0, | 94.8, | 100.8, | -135.0, | -10.5, |
| 31 | 12.0, | 95.9, | 92.1, | -128.5, | -23.5, | 32 | 12.0, | 94.1, | 80.6, | -118.1, | -35.9, |
| 33 | 12.0, | 89.5, | 66.7, | -104.0, | -47.1, | 34 | 12.0, | 120.8, | 80.3, | -11.1, | -29.4, |
| 35 | 12.0, | 130.6, | 83.4, | -1.2, | -24.2, | 36 | 12.0, | 136.4, | 97.7, | -5.0, | -18.4, |

SOURCE ID: IM1GI00X

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -6.2, | -17.3, | 2 | 12.0, | 135.6, | 118.3, | -9.4, | -10.0, |
| 3 | 12.0, | 128.9, | 123.4, | -12.2, | -2.3, | 4 | 12.0, | 118.4, | 124.7, | -14.7, | 5.5, |
| 5 | 12.0, | 104.2, | 122.2, | -16.7, | 13.1, | 6 | 12.0, | 86.9, | 116.0, | -18.2, | 20.3, |
| 7 | 12.0, | 80.3, | 120.8, | -24.9, | 29.0, | 8 | 12.0, | 83.4, | 130.6, | -35.0, | 41.6, |
| 9 | 12.0, | 97.7, | 136.4, | -44.0, | 45.9, | 10 | 12.0, | 109.7, | 138.1, | -51.7, | 48.6, |
| 11 | 12.0, | 118.3, | 135.6, | -57.8, | 49.8, | 12 | 12.0, | 123.4, | 128.9, | -62.2, | 49.5, |
| 13 | 12.0, | 124.7, | 118.4, | -64.7, | 47.6, | 14 | 12.0, | 122.2, | 104.2, | -65.2, | 44.4, |
| 15 | 12.0, | 116.0, | 86.9, | -63.7, | 39.7, | 16 | 12.0, | 120.8, | 80.3, | -69.2, | 35.5, |
| 17 | 12.0, | 130.6, | 83.4, | -83.3, | 30.3, | 18 | 12.0, | 136.4, | 97.7, | -94.8, | 24.2, |
| 19 | 12.0, | 138.1, | 109.7, | -103.5, | 17.3, | 20 | 12.0, | 135.6, | 118.3, | -109.0, | 10.0, |
| 21 | 12.0, | 128.9, | 123.4, | -111.1, | 2.3, | 22 | 12.0, | 118.4, | 124.7, | -110.0, | -5.5, |
| 23 | 12.0, | 104.2, | 122.2, | -105.4, | -13.1, | 24 | 12.0, | 86.9, | 116.0, | -97.7, | -20.3, |
| 25 | 12.0, | 80.3, | 120.8, | -95.9, | -29.0, | 26 | 12.0, | 83.4, | 130.6, | -95.6, | -41.6, |
| 27 | 12.0, | 74.6, | 107.9, | -135.6, | 26.9, | 28 | 12.0, | 83.9, | 108.8, | -141.0, | 13.1, |
| 29 | 12.0, | 90.7, | 106.4, | -142.2, | -1.0, | 30 | 12.0, | 94.8, | 100.8, | -139.0, | -15.2, |
| 31 | 12.0, | 95.9, | 92.1, | -131.6, | -28.9, | 32 | 12.0, | 94.1, | 80.6, | -120.2, | -41.7, |
| 33 | 12.0, | 116.0, | 86.9, | -23.2, | -39.7, | 34 | 12.0, | 120.8, | 80.3, | -11.1, | -35.5, |
| 35 | 12.0, | 130.6, | 83.4, | -0.1, | -30.3, | 36 | 12.0, | 136.4, | 97.7, | -2.9, | -24.2, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI00Y

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -3.0, | -22.8, | 2 | 12.0, | 135.6, | 118.3, | -5.3, | -14.7, |
| 3 | 12.0, | 128.9, | 123.4, | -7.4, | -6.3, | 4 | 12.0, | 118.4, | 124.7, | -9.2, | 2.4, |
| 5 | 12.0, | 104.2, | 122.2, | -10.8, | 11.0, | 6 | 12.0, | 86.9, | 116.0, | -12.0, | 19.2, |
| 7 | 12.0, | 80.3, | 120.8, | -18.6, | 29.1, | 8 | 12.0, | 83.4, | 130.6, | -28.8, | 42.7, |
| 9 | 12.0, | 97.7, | 136.4, | -38.1, | 48.1, | 10 | 12.0, | 109.7, | 138.1, | -46.3, | 51.8, |
| 11 | 12.0, | 118.3, | 135.6, | -53.0, | 53.9, | 12 | 12.0, | 123.4, | 128.9, | -58.2, | 54.3, |
| 13 | 12.0, | 124.7, | 118.4, | -61.6, | 53.1, | 14 | 12.0, | 122.2, | 104.2, | -63.1, | 50.3, |
| 15 | 12.0, | 116.0, | 86.9, | -62.7, | 45.9, | 16 | 12.0, | 120.8, | 80.3, | -69.3, | 41.8, |
| 17 | 12.0, | 130.6, | 83.4, | -84.4, | 36.5, | 18 | 12.0, | 136.4, | 97.7, | -97.0, | 30.1, |
| 19 | 12.0, | 138.1, | 109.7, | -106.6, | 22.8, | 20 | 12.0, | 135.6, | 118.3, | -113.0, | 14.7, |
| 21 | 12.0, | 128.9, | 123.4, | -116.0, | 6.3, | 22 | 12.0, | 118.4, | 124.7, | -115.4, | -2.4, |
| 23 | 12.0, | 104.2, | 122.2, | -111.4, | -11.0, | 24 | 12.0, | 86.9, | 116.0, | -103.9, | -19.2, |
| 25 | 12.0, | 80.3, | 120.8, | -102.2, | -29.1, | 26 | 12.0, | 83.4, | 130.6, | -101.8, | -42.7, |
| 27 | 12.0, | 74.6, | 107.9, | -141.5, | 24.7, | 28 | 12.0, | 83.9, | 108.8, | -146.5, | 9.9, |
| 29 | 12.0, | 90.7, | 106.4, | -147.0, | -5.1, | 30 | 12.0, | 94.8, | 100.8, | -143.0, | -20.0, |
| 31 | 12.0, | 95.9, | 92.1, | -134.7, | -34.3, | 32 | 12.0, | 94.1, | 80.6, | -122.3, | -47.6, |
| 33 | 12.0, | 116.0, | 86.9, | -24.2, | -45.9, | 34 | 12.0, | 120.8, | 80.3, | -11.1, | -41.8, |
| 35 | 12.0, | 130.6, | 83.4, | 1.0, | -36.5, | 36 | 12.0, | 136.4, | 97.7, | -0.7, | -30.1, |

SOURCE ID: IM1GI00Z

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -73.9, | -49.2, | 2 | 12.0, | 106.4, | 90.7, | -69.3, | -55.4, |
| 3 | 12.0, | 128.9, | 123.4, | -42.6, | 26.5, | 4 | 12.0, | 118.4, | 124.7, | -49.7, | 28.5, |
| 5 | 12.0, | 104.2, | 122.2, | -55.2, | 29.7, | 6 | 12.0, | 86.9, | 116.0, | -59.0, | 29.9, |
| 7 | 12.0, | 80.3, | 120.8, | -66.6, | 31.5, | 8 | 12.0, | 83.4, | 130.6, | -76.5, | 36.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 12.0, | 74.6, | 107.9, | -12.4, | -38.9, | 10 | 12.0, | 83.9, | 108.8, | -5.2, | -31.9, |
| 11 | 12.0, | 90.7, | 106.4, | 2.2, | -23.9, | 12 | 12.0, | 94.8, | 100.8, | 9.5, | -15.3, |
| 13 | 12.0, | 95.9, | 92.1, | 16.5, | -6.1, | 14 | 12.0, | 94.1, | 80.6, | 23.0, | 3.2, |
| 15 | 12.0, | 116.0, | 86.9, | -73.4, | -1.0, | 16 | 12.0, | 120.8, | 80.3, | -71.6, | -6.2, |
| 17 | 12.0, | 103.7, | 64.5, | 13.2, | 32.6, | 18 | 12.0, | 107.9, | 74.6, | 1.6, | 41.5, |
| 19 | 12.0, | 108.8, | 83.9, | -10.1, | 49.2, | 20 | 12.0, | 106.4, | 90.7, | -21.4, | 55.4, |
| 21 | 12.0, | 128.9, | 123.4, | -80.7, | -26.5, | 22 | 12.0, | 118.4, | 124.7, | -75.0, | -28.5, |
| 23 | 12.0, | 104.2, | 122.2, | -67.0, | -29.7, | 24 | 12.0, | 86.9, | 116.0, | -57.0, | -29.9, |
| 25 | 12.0, | 80.3, | 120.8, | -54.1, | -31.5, | 26 | 12.0, | 83.4, | 130.6, | -54.0, | -36.7, |
| 27 | 12.0, | 74.6, | 107.9, | -95.5, | 38.9, | 28 | 12.0, | 83.9, | 108.8, | -103.6, | 31.9, |
| 29 | 12.0, | 90.7, | 106.4, | -108.6, | 23.9, | 30 | 12.0, | 94.8, | 100.8, | -110.3, | 15.3, |
| 31 | 12.0, | 95.9, | 92.1, | -108.6, | 6.1, | 32 | 12.0, | 94.1, | 80.6, | -103.6, | -3.2, |
| 33 | 12.0, | 89.5, | 66.7, | -95.5, | -12.5, | 34 | 12.0, | 96.4, | 61.3, | -85.7, | -22.7, |
| 35 | 12.0, | 103.7, | 64.5, | -77.7, | -32.6, | 36 | 12.0, | 107.9, | 74.6, | -76.2, | -41.5, |

SOURCE ID: IM1GI010

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -70.2, | -54.3, | 2 | 12.0, | 135.6, | 118.3, | -29.9, | 19.3, |
| 3 | 12.0, | 128.9, | 123.4, | -37.5, | 23.0, | 4 | 12.0, | 118.4, | 124.7, | -44.0, | 25.9, |
| 5 | 12.0, | 104.2, | 122.2, | -49.1, | 28.2, | 6 | 12.0, | 86.9, | 116.0, | -52.8, | 29.5, |
| 7 | 12.0, | 80.3, | 120.8, | -60.5, | 32.1, | 8 | 12.0, | 83.4, | 130.6, | -70.5, | 38.4, |
| 9 | 12.0, | 74.6, | 107.9, | -6.8, | -36.2, | 10 | 12.0, | 83.9, | 108.8, | -0.2, | -28.3, |
| 11 | 12.0, | 90.7, | 106.4, | 6.5, | -19.5, | 12 | 12.0, | 94.8, | 100.8, | 13.0, | -10.1, |
| 13 | 12.0, | 95.9, | 92.1, | 19.0, | -0.4, | 14 | 12.0, | 122.2, | 104.2, | -80.3, | 12.0, |
| 15 | 12.0, | 116.0, | 86.9, | -72.9, | 5.2, | 16 | 12.0, | 96.4, | 61.3, | 23.8, | 28.9, |
| 17 | 12.0, | 103.7, | 64.5, | 11.5, | 38.6, | 18 | 12.0, | 107.9, | 74.6, | -1.1, | 47.1, |
| 19 | 12.0, | 108.8, | 83.9, | -13.7, | 54.3, | 20 | 12.0, | 135.6, | 118.3, | -88.4, | -19.3, |
| 21 | 12.0, | 128.9, | 123.4, | -85.8, | -23.0, | 22 | 12.0, | 118.4, | 124.7, | -80.7, | -25.9, |
| 23 | 12.0, | 104.2, | 122.2, | -73.0, | -28.2, | 24 | 12.0, | 86.9, | 116.0, | -63.2, | -29.5, |
| 25 | 12.0, | 80.3, | 120.8, | -60.3, | -32.1, | 26 | 12.0, | 83.4, | 130.6, | -60.0, | -38.4, |
| 27 | 12.0, | 74.6, | 107.9, | -101.1, | 36.2, | 28 | 12.0, | 83.9, | 108.8, | -108.7, | 28.3, |
| 29 | 12.0, | 90.7, | 106.4, | -112.9, | 19.5, | 30 | 12.0, | 94.8, | 100.8, | -113.8, | 10.1, |
| 31 | 12.0, | 95.9, | 92.1, | -111.1, | 0.4, | 32 | 12.0, | 94.1, | 80.6, | -105.1, | -9.2, |
| 33 | 12.0, | 89.5, | 66.7, | -95.9, | -18.7, | 34 | 12.0, | 96.4, | 61.3, | -85.1, | -28.9, |
| 35 | 12.0, | 103.7, | 64.5, | -76.0, | -38.6, | 36 | 12.0, | 107.9, | 74.6, | -73.5, | -47.1, |

SOURCE ID: IM1GI011

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -66.6, | -60.2, | 2 | 12.0, | 135.6, | 118.3, | -25.2, | 14.1, |
| 3 | 12.0, | 128.9, | 123.4, | -32.0, | 18.6, | 4 | 12.0, | 118.4, | 124.7, | -37.8, | 22.6, |
| 5 | 12.0, | 104.2, | 122.2, | -42.5, | 26.0, | 6 | 12.0, | 86.9, | 116.0, | -45.8, | 28.5, |
| 7 | 12.0, | 80.3, | 120.8, | -53.5, | 32.3, | 8 | 12.0, | 83.4, | 130.6, | -63.7, | 39.8, |
| 9 | 12.0, | 74.6, | 107.9, | -0.3, | -33.6, | 10 | 12.0, | 83.9, | 108.8, | 5.8, | -24.6, |
| 11 | 12.0, | 90.7, | 106.4, | 11.7, | -14.8, | 12 | 12.0, | 94.8, | 100.8, | 17.3, | -4.6, |
| 13 | 12.0, | 95.9, | 92.1, | 22.3, | 5.7, | 14 | 12.0, | 122.2, | 104.2, | -78.1, | 18.6, |
| 15 | 12.0, | 116.0, | 86.9, | -71.9, | 12.1, | 16 | 12.0, | 96.4, | 61.3, | 23.6, | 35.9, |
| 17 | 12.0, | 103.7, | 64.5, | 10.1, | 45.5, | 18 | 12.0, | 107.9, | 74.6, | -3.7, | 53.6, |
| 19 | 12.0, | 108.8, | 83.9, | -17.4, | 60.2, | 20 | 12.0, | 135.6, | 118.3, | -93.1, | -14.1, |
| 21 | 12.0, | 128.9, | 123.4, | -91.3, | -18.6, | 22 | 12.0, | 118.4, | 124.7, | -86.8, | -22.6, |
| 23 | 12.0, | 104.2, | 122.2, | -79.7, | -26.0, | 24 | 12.0, | 86.9, | 116.0, | -70.1, | -28.5, |
| 25 | 12.0, | 80.3, | 120.8, | -67.3, | -32.3, | 26 | 12.0, | 83.4, | 130.6, | -66.9, | -39.8, |
| 27 | 12.0, | 74.6, | 107.9, | -107.6, | 33.6, | 28 | 12.0, | 83.9, | 108.8, | -114.6, | 24.6, |
| 29 | 12.0, | 90.7, | 106.4, | -118.1, | 14.8, | 30 | 12.0, | 94.8, | 100.8, | -118.1, | 4.6, |
| 31 | 12.0, | 95.9, | 92.1, | -114.4, | -5.7, | 32 | 12.0, | 94.1, | 80.6, | -107.3, | -15.9, |
| 33 | 12.0, | 89.5, | 66.7, | -96.9, | -25.6, | 34 | 12.0, | 96.4, | 61.3, | -84.8, | -35.9, |
| 35 | 12.0, | 103.7, | 64.5, | -74.5, | -45.5, | 36 | 12.0, | 107.9, | 74.6, | -70.9, | -53.6, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI012

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -15.2, | 5.8, | 2 | 12.0, | 135.6, | 118.3, | -22.2, | 11.2, |
| 3 | 12.0, | 128.9, | 123.4, | -28.5, | 16.4, | 4 | 12.0, | 118.4, | 124.7, | -34.0, | 21.0, |
| 5 | 12.0, | 104.2, | 122.2, | -38.4, | 25.0, | 6 | 12.0, | 86.9, | 116.0, | -41.7, | 28.3, |
| 7 | 12.0, | 80.3, | 120.8, | -49.3, | 32.8, | 8 | 12.0, | 83.4, | 130.6, | -59.7, | 41.1, |
| 9 | 12.0, | 74.6, | 107.9, | 3.4, | -31.7, | 10 | 12.0, | 83.9, | 108.8, | 9.1, | -22.1, |
| 11 | 12.0, | 90.7, | 106.4, | 14.6, | -11.8, | 12 | 12.0, | 94.8, | 100.8, | 19.5, | -1.1, |
| 13 | 12.0, | 95.9, | 92.1, | 23.9, | 9.6, | 14 | 12.0, | 122.2, | 104.2, | -77.1, | 22.7, |
| 15 | 12.0, | 116.0, | 86.9, | -71.7, | 16.3, | 16 | 12.0, | 96.4, | 61.3, | 23.1, | 40.0, |
| 17 | 12.0, | 103.7, | 64.5, | 8.9, | 49.4, | 18 | 12.0, | 107.9, | 74.6, | -5.6, | 57.3, |
| 19 | 12.0, | 138.1, | 109.7, | -94.5, | -5.8, | 20 | 12.0, | 135.6, | 118.3, | -96.1, | -11.2, |
| 21 | 12.0, | 128.9, | 123.4, | -94.8, | -16.4, | 22 | 12.0, | 118.4, | 124.7, | -90.7, | -21.0, |
| 23 | 12.0, | 104.2, | 122.2, | -83.7, | -25.0, | 24 | 12.0, | 86.9, | 116.0, | -74.3, | -28.3, |
| 25 | 12.0, | 80.3, | 120.8, | -71.5, | -32.8, | 26 | 12.0, | 83.4, | 130.6, | -70.8, | -41.1, |
| 27 | 12.0, | 74.6, | 107.9, | -111.3, | 31.7, | 28 | 12.0, | 83.9, | 108.8, | -117.9, | 22.1, |
| 29 | 12.0, | 90.7, | 106.4, | -121.0, | 11.8, | 30 | 12.0, | 94.8, | 100.8, | -120.3, | 1.1, |
| 31 | 12.0, | 95.9, | 92.1, | -116.0, | -9.6, | 32 | 12.0, | 94.1, | 80.6, | -108.2, | -20.0, |
| 33 | 12.0, | 89.5, | 66.7, | -97.1, | -29.8, | 34 | 12.0, | 96.4, | 61.3, | -84.3, | -40.0, |
| 35 | 12.0, | 103.7, | 64.5, | -73.3, | -49.4, | 36 | 12.0, | 107.9, | 74.6, | -69.0, | -57.3, |

SOURCE ID: IM1GI013

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -11.9, | 0.0, | 2 | 12.0, | 135.6, | 118.3, | -18.0, | 6.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 12.0, | 128.9, | 123.4, | -23.5, | 12.1, | 4 | 12.0, | 118.4, | 124.7, | -28.3, | 17.7, |
| 5 | 12.0, | 104.2, | 122.2, | -32.3, | 22.7, | 6 | 12.0, | 86.9, | 116.0, | -35.2, | 27.1, |
| 7 | 12.0, | 80.3, | 120.8, | -42.8, | 32.8, | 8 | 12.0, | 83.4, | 130.6, | -53.2, | 42.2, |
| 9 | 12.0, | 74.6, | 107.9, | 9.6, | -29.5, | 10 | 12.0, | 83.9, | 108.8, | 14.8, | -18.8, |
| 11 | 12.0, | 90.7, | 106.4, | 19.6, | -7.6, | 12 | 12.0, | 94.8, | 100.8, | 23.8, | 3.9, |
| 13 | 12.0, | 124.7, | 118.4, | -76.9, | 34.0, | 14 | 12.0, | 122.2, | 104.2, | -74.8, | 28.8, |
| 15 | 12.0, | 116.0, | 86.9, | -70.5, | 22.8, | 16 | 12.0, | 96.4, | 61.3, | 23.1, | 46.6, |
| 17 | 12.0, | 103.7, | 64.5, | 7.8, | 55.9, | 18 | 12.0, | 136.4, | 97.7, | -92.2, | 6.1, |
| 19 | 12.0, | 138.1, | 109.7, | -97.8, | -0.0, | 20 | 12.0, | 135.6, | 118.3, | -100.3, | -6.2, |
| 21 | 12.0, | 128.9, | 123.4, | -99.8, | -12.1, | 22 | 12.0, | 118.4, | 124.7, | -96.3, | -17.7, |
| 23 | 12.0, | 104.2, | 122.2, | -89.9, | -22.7, | 24 | 12.0, | 86.9, | 116.0, | -80.7, | -27.1, |
| 25 | 12.0, | 80.3, | 120.8, | -78.0, | -32.8, | 26 | 12.0, | 83.4, | 130.6, | -77.3, | -42.2, |
| 27 | 12.0, | 74.6, | 107.9, | -117.5, | 29.5, | 28 | 12.0, | 83.9, | 108.8, | -123.6, | 18.8, |
| 29 | 12.0, | 90.7, | 106.4, | -126.0, | 7.6, | 30 | 12.0, | 94.8, | 100.8, | -124.6, | -3.9, |
| 31 | 12.0, | 95.9, | 92.1, | -119.4, | -15.2, | 32 | 12.0, | 94.1, | 80.6, | -110.5, | -26.1, |
| 33 | 12.0, | 89.5, | 66.7, | -98.3, | -36.2, | 34 | 12.0, | 96.4, | 61.3, | -84.4, | -46.6, |
| 35 | 12.0, | 103.7, | 64.5, | -72.2, | -55.9, | 36 | 12.0, | 136.4, | 97.7, | -5.5, | -6.1, |

SOURCE ID: IM1GI014

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -8.5, | -4.2, | 2 | 12.0, | 135.6, | 118.3, | -13.9, | 2.5, |
| 3 | 12.0, | 128.9, | 123.4, | -18.9, | 9.3, | 4 | 12.0, | 118.4, | 124.7, | -23.2, | 15.7, |
| 5 | 12.0, | 104.2, | 122.2, | -26.9, | 21.6, | 6 | 12.0, | 86.9, | 116.0, | -29.8, | 26.9, |
| 7 | 12.0, | 80.3, | 120.8, | -37.4, | 33.6, | 8 | 12.0, | 83.4, | 130.6, | -48.1, | 43.9, |
| 9 | 12.0, | 74.6, | 107.9, | 14.4, | -26.9, | 10 | 12.0, | 83.9, | 108.8, | 19.1, | -15.4, |
| 11 | 12.0, | 90.7, | 106.4, | 23.2, | -3.5, | 12 | 12.0, | 123.4, | 128.9, | -73.7, | 42.8, |
| 13 | 12.0, | 124.7, | 118.4, | -74.9, | 39.1, | 14 | 12.0, | 122.2, | 104.2, | -73.8, | 34.2, |
| 15 | 12.0, | 116.0, | 86.9, | -70.4, | 28.2, | 16 | 12.0, | 96.4, | 61.3, | 22.3, | 52.0, |
| 17 | 12.0, | 130.6, | 83.4, | -85.6, | 17.2, | 18 | 12.0, | 136.4, | 97.7, | -94.8, | 10.9, |
| 19 | 12.0, | 138.1, | 109.7, | -101.1, | 4.2, | 20 | 12.0, | 135.6, | 118.3, | -104.4, | -2.5, |
| 21 | 12.0, | 128.9, | 123.4, | -104.5, | -9.3, | 22 | 12.0, | 118.4, | 124.7, | -101.4, | -15.7, |
| 23 | 12.0, | 104.2, | 122.2, | -95.3, | -21.6, | 24 | 12.0, | 86.9, | 116.0, | -86.2, | -26.9, |
| 25 | 12.0, | 80.3, | 120.8, | -83.4, | -33.6, | 26 | 12.0, | 83.4, | 130.6, | -82.5, | -43.9, |
| 27 | 12.0, | 74.6, | 107.9, | -122.3, | 26.9, | 28 | 12.0, | 83.9, | 108.8, | -127.9, | 15.4, |
| 29 | 12.0, | 90.7, | 106.4, | -129.7, | 3.5, | 30 | 12.0, | 94.8, | 100.8, | -127.5, | -8.5, |
| 31 | 12.0, | 95.9, | 92.1, | -121.4, | -20.3, | 32 | 12.0, | 94.1, | 80.6, | -111.6, | -31.5, |
| 33 | 12.0, | 89.5, | 66.7, | -98.5, | -41.7, | 34 | 12.0, | 96.4, | 61.3, | -83.6, | -52.0, |
| 35 | 12.0, | 130.6, | 83.4, | 2.2, | -17.2, | 36 | 12.0, | 136.4, | 97.7, | -2.9, | -10.9, |

SOURCE ID: IM1GI015

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -5.4, | -9.6, | 2 | 12.0, | 135.6, | 118.3, | -9.9, | -2.1, |
| 3 | 12.0, | 128.9, | 123.4, | -14.1, | 5.3, | 4 | 12.0, | 118.4, | 124.7, | -17.8, | 12.7, |
| 5 | 12.0, | 104.2, | 122.2, | -21.1, | 19.6, | 6 | 12.0, | 86.9, | 116.0, | -23.7, | 25.9, |
| 7 | 12.0, | 80.3, | 120.8, | -31.2, | 33.7, | 8 | 12.0, | 64.5, | 103.7, | 15.3, | -37.1, |
| 9 | 12.0, | 74.6, | 107.9, | 20.2, | -24.7, | 10 | 12.0, | 109.7, | 138.1, | -59.5, | 49.5, |
| 11 | 12.0, | 118.3, | 135.6, | -65.6, | 49.3, | 12 | 12.0, | 123.4, | 128.9, | -69.8, | 47.6, |
| 13 | 12.0, | 124.7, | 118.4, | -71.8, | 44.5, | 14 | 12.0, | 122.2, | 104.2, | -71.7, | 40.0, |
| 15 | 12.0, | 116.0, | 86.9, | -69.4, | 34.3, | 16 | 12.0, | 120.8, | 80.3, | -73.8, | 29.2, |
| 17 | 12.0, | 130.6, | 83.4, | -86.7, | 23.3, | 18 | 12.0, | 136.4, | 97.7, | -97.0, | 16.7, |
| 19 | 12.0, | 138.1, | 109.7, | -104.3, | 9.6, | 20 | 12.0, | 135.6, | 118.3, | -108.5, | 2.1, |
| 21 | 12.0, | 128.9, | 123.4, | -109.3, | -5.3, | 22 | 12.0, | 118.4, | 124.7, | -106.8, | -12.7, |
| 23 | 12.0, | 104.2, | 122.2, | -101.1, | -19.6, | 24 | 12.0, | 86.9, | 116.0, | -92.3, | -25.9, |
| 25 | 12.0, | 80.3, | 120.8, | -89.6, | -33.7, | 26 | 12.0, | 64.5, | 103.7, | -119.0, | 37.1, |
| 27 | 12.0, | 74.6, | 107.9, | -128.1, | 24.7, | 28 | 12.0, | 83.9, | 108.8, | -133.3, | 12.3, |
| 29 | 12.0, | 90.7, | 106.4, | -134.4, | -0.5, | 30 | 12.0, | 94.8, | 100.8, | -131.4, | -13.3, |
| 31 | 12.0, | 95.9, | 92.1, | -124.4, | -25.7, | 32 | 12.0, | 94.1, | 80.6, | -113.7, | -37.3, |
| 33 | 12.0, | 89.5, | 66.7, | -99.5, | -47.8, | 34 | 12.0, | 120.8, | 80.3, | -6.5, | -29.2, |
| 35 | 12.0, | 130.6, | 83.4, | 3.3, | -23.3, | 36 | 12.0, | 136.4, | 97.7, | -0.7, | -16.7, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI016

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | -1.8, | -14.7, | 2 | 12.0, | 135.6, | 118.3, | -5.5, | -6.6, |
| 3 | 12.0, | 128.9, | 123.4, | -9.0, | 1.7, | 4 | 12.0, | 118.4, | 124.7, | -12.2, | 10.0, |
| 5 | 12.0, | 104.2, | 122.2, | -15.0, | 17.9, | 6 | 12.0, | 86.9, | 116.0, | -17.4, | 25.4, |
| 7 | 12.0, | 80.3, | 120.8, | -24.9, | 34.2, | 8 | 12.0, | 64.5, | 103.7, | 21.4, | -35.5, |
| 9 | 12.0, | 97.7, | 136.4, | -45.8, | 50.8, | 10 | 12.0, | 109.7, | 138.1, | -54.3, | 53.0, |
| 11 | 12.0, | 118.3, | 135.6, | -61.2, | 53.7, | 12 | 12.0, | 123.4, | 128.9, | -66.2, | 52.7, |
| 13 | 12.0, | 124.7, | 118.4, | -69.1, | 50.2, | 14 | 12.0, | 122.2, | 104.2, | -70.0, | 46.1, |
| 15 | 12.0, | 116.0, | 86.9, | -68.8, | 40.6, | 16 | 12.0, | 120.8, | 80.3, | -74.3, | 35.5, |
| 17 | 12.0, | 130.6, | 83.4, | -88.3, | 29.4, | 18 | 12.0, | 136.4, | 97.7, | -99.6, | 22.4, |
| 19 | 12.0, | 138.1, | 109.7, | -107.9, | 14.7, | 20 | 12.0, | 135.6, | 118.3, | -112.8, | 6.6, |
| 21 | 12.0, | 128.9, | 123.4, | -114.4, | -1.7, | 22 | 12.0, | 118.4, | 124.7, | -112.5, | -10.0, |
| 23 | 12.0, | 104.2, | 122.2, | -107.1, | -17.9, | 24 | 12.0, | 86.9, | 116.0, | -98.6, | -25.4, |
| 25 | 12.0, | 80.3, | 120.8, | -95.9, | -34.2, | 26 | 12.0, | 64.5, | 103.7, | -125.1, | 35.5, |
| 27 | 12.0, | 74.6, | 107.9, | -133.8, | 22.1, | 28 | 12.0, | 83.9, | 108.8, | -138.4, | 8.7, |
| 29 | 12.0, | 90.7, | 106.4, | -138.8, | -4.9, | 30 | 12.0, | 94.8, | 100.8, | -135.0, | -18.4, |
| 31 | 12.0, | 95.9, | 92.1, | -127.1, | -31.4, | 32 | 12.0, | 94.1, | 80.6, | -115.3, | -43.4, |
| 33 | 12.0, | 116.0, | 86.9, | -18.1, | -40.6, | 34 | 12.0, | 120.8, | 80.3, | -6.0, | -35.5, |
| 35 | 12.0, | 130.6, | 83.4, | 4.9, | -29.4, | 36 | 12.0, | 136.4, | 97.7, | 1.9, | -22.4, |

SOURCE ID: IM1GI017

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | 1.1, | -18.3, | 2 | 12.0, | 135.6, | 118.3, | -2.0, | -9.6, |
| 3 | 12.0, | 128.9, | 123.4, | -5.0, | -0.7, | 4 | 12.0, | 118.4, | 124.7, | -7.9, | 8.3, |
| 5 | 12.0, | 104.2, | 122.2, | -10.5, | 17.0, | 6 | 12.0, | 86.9, | 116.0, | -12.9, | 25.2, |
| 7 | 12.0, | 80.3, | 120.8, | -20.4, | 34.9, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 12.0, | 97.7, | 136.4, | -41.8, | 52.9, | 10 | 12.0, | 109.7, | 138.1, | -50.8, | 55.9, |
| 11 | 12.0, | 118.3, | 135.6, | -58.2, | 57.1, | 12 | 12.0, | 123.4, | 128.9, | -63.8, | 56.6, |
| 13 | 12.0, | 124.7, | 118.4, | -67.5, | 54.4, | 14 | 12.0, | 122.2, | 104.2, | -69.1, | 50.5, |
| 15 | 12.0, | 116.0, | 86.9, | -68.7, | 45.1, | 16 | 12.0, | 120.8, | 80.3, | -75.0, | 40.0, |
| 17 | 12.0, | 130.6, | 83.4, | -89.8, | 33.7, | 18 | 12.0, | 136.4, | 97.7, | -101.8, | 26.4, |
| 19 | 12.0, | 138.1, | 109.7, | -110.7, | 18.3, | 20 | 12.0, | 135.6, | 118.3, | -116.3, | 9.6, |
| 21 | 12.0, | 128.9, | 123.4, | -118.3, | 0.7, | 22 | 12.0, | 118.4, | 124.7, | -116.7, | -8.3, |
| 23 | 12.0, | 104.2, | 122.2, | -111.6, | -17.0, | 24 | 12.0, | 86.9, | 116.0, | -103.1, | -25.2, |
| 25 | 12.0, | 80.3, | 120.8, | -100.4, | -34.9, | 26 | 12.0, | 64.5, | 103.7, | -129.4, | 34.1, |
| 27 | 12.0, | 74.6, | 107.9, | -137.8, | 19.9, | 28 | 12.0, | 83.9, | 108.8, | -142.0, | 5.8, |
| 29 | 12.0, | 90.7, | 106.4, | -141.8, | -8.4, | 30 | 12.0, | 94.8, | 100.8, | -137.4, | -22.3, |
| 31 | 12.0, | 95.9, | 92.1, | -128.8, | -35.6, | 32 | 12.0, | 94.1, | 80.6, | -116.2, | -47.8, |
| 33 | 12.0, | 116.0, | 86.9, | -18.2, | -45.1, | 34 | 12.0, | 120.8, | 80.3, | -5.3, | -40.0, |
| 35 | 12.0, | 130.6, | 83.4, | 6.4, | -33.7, | 36 | 12.0, | 136.4, | 97.7, | 4.1, | -26.4, |

SOURCE ID: IM1GI018

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 138.1, | 109.7, | 4.9, | -24.6, | 2 | 12.0, | 135.6, | 118.3, | 2.9, | -15.2, |
| 3 | 12.0, | 128.9, | 123.4, | 0.7, | -5.3, | 4 | 12.0, | 118.4, | 124.7, | -1.4, | 4.8, |
| 5 | 12.0, | 104.2, | 122.2, | -3.5, | 14.7, | 6 | 12.0, | 86.9, | 116.0, | -5.5, | 24.1, |
| 7 | 12.0, | 80.3, | 120.8, | -13.0, | 35.0, | 8 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 9 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 10 | 12.0, | 109.7, | 138.1, | -44.4, | 59.7, |
| 11 | 12.0, | 118.3, | 135.6, | -52.6, | 62.0, | 12 | 12.0, | 123.4, | 128.9, | -59.2, | 62.4, |
| 13 | 12.0, | 124.7, | 118.4, | -63.9, | 60.9, | 14 | 12.0, | 122.2, | 104.2, | -66.8, | 57.6, |
| 15 | 12.0, | 116.0, | 86.9, | -67.6, | 52.5, | 16 | 12.0, | 120.8, | 80.3, | -75.2, | 47.4, |
| 17 | 12.0, | 130.6, | 83.4, | -91.2, | 41.0, | 18 | 12.0, | 136.4, | 97.7, | -104.5, | 33.3, |
| 19 | 12.0, | 138.1, | 109.7, | -114.6, | 24.6, | 20 | 12.0, | 135.6, | 118.3, | -121.2, | 15.2, |
| 21 | 12.0, | 128.9, | 123.4, | -124.1, | 5.3, | 22 | 12.0, | 118.4, | 124.7, | -123.2, | -4.8, |
| 23 | 12.0, | 104.2, | 122.2, | -118.6, | -14.7, | 24 | 12.0, | 86.9, | 116.0, | -110.5, | -24.1, |
| 25 | 12.0, | 80.3, | 120.8, | -107.8, | -35.0, | 26 | 12.0, | 64.5, | 103.7, | -136.7, | 32.6, |
| 27 | 12.0, | 74.6, | 107.9, | -144.7, | 17.2, | 28 | 12.0, | 83.9, | 108.8, | -148.3, | 2.0, |
| 29 | 12.0, | 90.7, | 106.4, | -147.4, | -13.3, | 30 | 12.0, | 94.8, | 100.8, | -142.0, | -28.1, |
| 31 | 12.0, | 95.9, | 92.1, | -132.3, | -42.1, | 32 | 12.0, | 122.2, | 104.2, | -37.4, | -57.6, |
| 33 | 12.0, | 116.0, | 86.9, | -19.3, | -52.5, | 34 | 12.0, | 120.8, | 80.3, | -5.1, | -47.4, |
| 35 | 12.0, | 130.6, | 83.4, | 7.8, | -41.0, | 36 | 12.0, | 136.4, | 97.7, | 6.8, | -33.3, |

SOURCE ID: IM1GI01C

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -24.3, | 14.7, | 2 | 12.0, | 106.4, | 90.7, | -31.6, | 16.1, |
| 3 | 12.0, | 100.8, | 94.8, | -37.9, | 17.1, | 4 | 12.0, | 92.1, | 95.9, | -43.1, | 17.6, |
| 5 | 12.0, | 80.6, | 94.1, | -46.9, | 17.5, | 6 | 12.0, | 66.7, | 89.5, | -49.4, | 16.9, |
| 7 | 12.0, | 61.3, | 96.4, | -56.0, | 19.8, | 8 | 12.0, | 64.5, | 103.7, | -62.3, | 23.0, |
| 9 | 12.0, | 74.6, | 107.9, | -66.7, | 21.0, | 10 | 12.0, | 83.9, | 108.8, | -69.1, | 17.7, |
| 11 | 12.0, | 90.7, | 106.4, | -69.3, | 13.8, | 12 | 12.0, | 94.8, | 100.8, | -67.5, | 9.5, |
| 13 | 12.0, | 95.9, | 92.1, | -63.6, | 4.9, | 14 | 12.0, | 94.1, | 80.6, | -57.8, | 0.1, |
| 15 | 12.0, | 89.5, | 66.7, | -50.2, | -4.6, | 16 | 12.0, | 96.4, | 61.3, | -50.4, | -7.8, |
| 17 | 12.0, | 103.7, | 64.5, | -55.2, | -10.5, | 18 | 12.0, | 107.9, | 74.6, | -58.3, | -12.8, |
| 19 | 12.0, | 108.8, | 83.9, | -59.6, | -14.7, | 20 | 12.0, | 106.4, | 90.7, | -59.1, | -16.1, |
| 21 | 12.0, | 100.8, | 94.8, | -56.8, | -17.1, | 22 | 12.0, | 92.1, | 95.9, | -52.8, | -17.6, |
| 23 | 12.0, | 80.6, | 94.1, | -47.2, | -17.5, | 24 | 12.0, | 66.7, | 89.5, | -40.1, | -16.9, |
| 25 | 12.0, | 61.3, | 96.4, | -40.4, | -19.8, | 26 | 12.0, | 64.5, | 103.7, | -41.4, | -23.0, |
| 27 | 12.0, | 74.6, | 107.9, | -41.2, | -21.0, | 28 | 12.0, | 83.9, | 108.8, | -39.7, | -17.7, |
| 29 | 12.0, | 90.7, | 106.4, | -37.1, | -13.8, | 30 | 12.0, | 94.8, | 100.8, | -33.3, | -9.5, |
| 31 | 12.0, | 95.9, | 92.1, | -28.5, | -4.9, | 32 | 12.0, | 94.1, | 80.6, | -22.8, | -0.1, |
| 33 | 12.0, | 89.5, | 66.7, | -16.4, | 4.6, | 34 | 12.0, | 96.4, | 61.3, | -10.8, | 7.8, |
| 35 | 12.0, | 103.7, | 64.5, | -9.2, | 10.5, | 36 | 12.0, | 107.9, | 74.6, | -16.3, | 12.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI01D

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -22.4, | 11.2, | 2 | 12.0, | 106.4, | 90.7, | -29.1, | 13.1, |
| 3 | 12.0, | 100.8, | 94.8, | -34.9, | 14.6, | 4 | 12.0, | 92.1, | 95.9, | -39.7, | 15.6, |
| 5 | 12.0, | 80.6, | 94.1, | -43.3, | 16.1, | 6 | 12.0, | 66.7, | 89.5, | -45.5, | 16.2, |
| 7 | 12.0, | 61.3, | 96.4, | -52.1, | 19.8, | 8 | 12.0, | 64.5, | 103.7, | -58.4, | 23.6, |
| 9 | 12.0, | 74.6, | 107.9, | -63.0, | 22.3, | 10 | 12.0, | 83.9, | 108.8, | -65.6, | 19.6, |
| 11 | 12.0, | 90.7, | 106.4, | -66.3, | 16.2, | 12 | 12.0, | 94.8, | 100.8, | -65.0, | 12.4, |
| 13 | 12.0, | 95.9, | 92.1, | -61.6, | 8.2, | 14 | 12.0, | 94.1, | 80.6, | -56.4, | 3.8, |
| 15 | 12.0, | 89.5, | 66.7, | -49.5, | -0.8, | 16 | 12.0, | 96.4, | 61.3, | -50.4, | -3.9, |
| 17 | 12.0, | 103.7, | 64.5, | -55.8, | -6.6, | 18 | 12.0, | 107.9, | 74.6, | -59.6, | -9.1, |
| 19 | 12.0, | 108.8, | 83.9, | -61.5, | -11.2, | 20 | 12.0, | 106.4, | 90.7, | -61.6, | -13.1, |
| 21 | 12.0, | 100.8, | 94.8, | -59.8, | -14.6, | 22 | 12.0, | 92.1, | 95.9, | -56.2, | -15.6, |
| 23 | 12.0, | 80.6, | 94.1, | -50.9, | -16.1, | 24 | 12.0, | 66.7, | 89.5, | -44.0, | -16.2, |
| 25 | 12.0, | 61.3, | 96.4, | -44.3, | -19.8, | 26 | 12.0, | 64.5, | 103.7, | -45.3, | -23.6, |
| 27 | 12.0, | 74.6, | 107.9, | -44.9, | -22.3, | 28 | 12.0, | 83.9, | 108.8, | -43.2, | -19.6, |
| 29 | 12.0, | 90.7, | 106.4, | -40.1, | -16.2, | 30 | 12.0, | 94.8, | 100.8, | -35.8, | -12.4, |
| 31 | 12.0, | 95.9, | 92.1, | -30.5, | -8.2, | 32 | 12.0, | 94.1, | 80.6, | -24.2, | -3.8, |
| 33 | 12.0, | 89.5, | 66.7, | -17.2, | 0.8, | 34 | 12.0, | 96.4, | 61.3, | -10.9, | 3.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 12.0, | 103.7, | 64.5, | -8.6, | 6.6, | 36 | 12.0, | 107.9, | 74.6, | -15.0, | 9.1, |

SOURCE ID: IM1GI01E

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -19.9, | 7.7, | 2 | 12.0, | 106.4, | 90.7, | -26.1, | 10.1, |
| 3 | 12.0, | 100.8, | 94.8, | -31.4, | 12.1, | 4 | 12.0, | 92.1, | 95.9, | -35.8, | 13.8, |
| 5 | 12.0, | 80.6, | 94.1, | -39.1, | 15.0, | 6 | 12.0, | 66.7, | 89.5, | -41.2, | 15.8, |
| 7 | 12.0, | 61.3, | 96.4, | -47.8, | 20.1, | 8 | 12.0, | 64.5, | 103.7, | -54.3, | 24.7, |
| 9 | 12.0, | 74.6, | 107.9, | -59.1, | 24.1, | 10 | 12.0, | 83.9, | 108.8, | -62.1, | 22.0, |
| 11 | 12.0, | 90.7, | 106.4, | -63.3, | 19.3, | 12 | 12.0, | 94.8, | 100.8, | -62.5, | 16.0, |
| 13 | 12.0, | 95.9, | 92.1, | -59.8, | 12.1, | 14 | 12.0, | 94.1, | 80.6, | -55.3, | 8.0, |
| 15 | 12.0, | 89.5, | 66.7, | -49.1, | 3.5, | 16 | 12.0, | 96.4, | 61.3, | -50.8, | 0.4, |
| 17 | 12.0, | 103.7, | 64.5, | -56.9, | -2.4, | 18 | 12.0, | 107.9, | 74.6, | -61.4, | -5.1, |
| 19 | 12.0, | 108.8, | 83.9, | -64.0, | -7.7, | 20 | 12.0, | 106.4, | 90.7, | -64.6, | -10.1, |
| 21 | 12.0, | 100.8, | 94.8, | -63.3, | -12.1, | 22 | 12.0, | 92.1, | 95.9, | -60.1, | -13.8, |
| 23 | 12.0, | 80.6, | 94.1, | -55.0, | -15.0, | 24 | 12.0, | 66.7, | 89.5, | -48.3, | -15.8, |
| 25 | 12.0, | 61.3, | 96.4, | -48.6, | -20.1, | 26 | 12.0, | 64.5, | 103.7, | -49.4, | -24.7, |
| 27 | 12.0, | 74.6, | 107.9, | -48.8, | -24.1, | 28 | 12.0, | 83.9, | 108.8, | -46.7, | -22.0, |
| 29 | 12.0, | 90.7, | 106.4, | -43.2, | -19.3, | 30 | 12.0, | 94.8, | 100.8, | -38.3, | -16.0, |
| 31 | 12.0, | 95.9, | 92.1, | -32.3, | -12.1, | 32 | 12.0, | 94.1, | 80.6, | -25.3, | -8.0, |
| 33 | 12.0, | 89.5, | 66.7, | -17.6, | -3.5, | 34 | 12.0, | 96.4, | 61.3, | -10.5, | -0.4, |
| 35 | 12.0, | 103.7, | 64.5, | -7.5, | 2.4, | 36 | 12.0, | 107.9, | 74.6, | -13.2, | 5.1, |

SOURCE ID: IM1GI01F

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -17.6, | 4.7, | 2 | 12.0, | 106.4, | 90.7, | -23.2, | 7.5, |
| 3 | 12.0, | 100.8, | 94.8, | -28.2, | 10.0, | 4 | 12.0, | 92.1, | 95.9, | -32.3, | 12.3, |
| 5 | 12.0, | 80.6, | 94.1, | -35.4, | 14.2, | 6 | 12.0, | 66.7, | 89.5, | -37.4, | 15.6, |
| 7 | 12.0, | 61.3, | 96.4, | -44.0, | 20.7, | 8 | 12.0, | 64.5, | 103.7, | -50.6, | 25.9, |
| 9 | 12.0, | 74.6, | 107.9, | -55.7, | 25.9, | 10 | 12.0, | 83.9, | 108.8, | -59.1, | 24.4, |
| 11 | 12.0, | 90.7, | 106.4, | -60.7, | 22.1, | 12 | 12.0, | 94.8, | 100.8, | -60.4, | 19.2, |
| 13 | 12.0, | 95.9, | 92.1, | -58.3, | 15.7, | 14 | 12.0, | 94.1, | 80.6, | -54.5, | 11.7, |
| 15 | 12.0, | 89.5, | 66.7, | -49.0, | 7.4, | 16 | 12.0, | 96.4, | 61.3, | -51.3, | 4.2, |
| 17 | 12.0, | 103.7, | 64.5, | -58.1, | 1.2, | 18 | 12.0, | 107.9, | 74.6, | -63.2, | -1.8, |
| 19 | 12.0, | 108.8, | 83.9, | -66.4, | -4.7, | 20 | 12.0, | 106.4, | 90.7, | -67.5, | -7.5, |
| 21 | 12.0, | 100.8, | 94.8, | -66.6, | -10.0, | 22 | 12.0, | 92.1, | 95.9, | -63.6, | -12.3, |
| 23 | 12.0, | 80.6, | 94.1, | -58.8, | -14.2, | 24 | 12.0, | 66.7, | 89.5, | -52.1, | -15.6, |
| 25 | 12.0, | 61.3, | 96.4, | -52.4, | -20.7, | 26 | 12.0, | 64.5, | 103.7, | -53.1, | -25.9, |
| 27 | 12.0, | 74.6, | 107.9, | -52.2, | -25.9, | 28 | 12.0, | 83.9, | 108.8, | -49.7, | -24.4, |
| 29 | 12.0, | 90.7, | 106.4, | -45.7, | -22.1, | 30 | 12.0, | 94.8, | 100.8, | -40.4, | -19.2, |
| 31 | 12.0, | 95.9, | 92.1, | -33.8, | -15.7, | 32 | 12.0, | 94.1, | 80.6, | -26.1, | -11.7, |
| 33 | 12.0, | 89.5, | 66.7, | -17.7, | -7.4, | 34 | 12.0, | 96.4, | 61.3, | -10.0, | -4.2, |
| 35 | 12.0, | 103.7, | 64.5, | -6.3, | -1.2, | 36 | 12.0, | 107.9, | 74.6, | -11.4, | 1.8, |

SOURCE ID: IM1GI01G

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -15.5, | 1.5, | 2 | 12.0, | 106.4, | 90.7, | -20.6, | 4.7, |
| 3 | 12.0, | 100.8, | 94.8, | -25.1, | 7.8, | 4 | 12.0, | 92.1, | 95.9, | -28.9, | 10.6, |
| 5 | 12.0, | 80.6, | 94.1, | -31.7, | 13.1, | 6 | 12.0, | 66.7, | 89.5, | -33.6, | 15.2, |
| 7 | 12.0, | 61.3, | 96.4, | -40.2, | 20.9, | 8 | 12.0, | 64.5, | 103.7, | -46.9, | 26.8, |
| 9 | 12.0, | 74.6, | 107.9, | -52.2, | 27.4, | 10 | 12.0, | 83.9, | 108.8, | -55.9, | 26.5, |
| 11 | 12.0, | 90.7, | 106.4, | -57.9, | 24.7, | 12 | 12.0, | 94.8, | 100.8, | -58.2, | 22.2, |
| 13 | 12.0, | 95.9, | 92.1, | -56.6, | 19.1, | 14 | 12.0, | 94.1, | 80.6, | -53.4, | 15.4, |
| 15 | 12.0, | 89.5, | 66.7, | -48.5, | 11.2, | 16 | 12.0, | 96.4, | 61.3, | -51.5, | 8.0, |
| 17 | 12.0, | 103.7, | 64.5, | -59.0, | 4.9, | 18 | 12.0, | 107.9, | 74.6, | -64.7, | 1.8, |
| 19 | 12.0, | 108.8, | 83.9, | -68.4, | -1.5, | 20 | 12.0, | 106.4, | 90.7, | -70.1, | -4.7, |
| 21 | 12.0, | 100.8, | 94.8, | -69.6, | -7.8, | 22 | 12.0, | 92.1, | 95.9, | -67.0, | -10.6, |
| 23 | 12.0, | 80.6, | 94.1, | -62.4, | -13.1, | 24 | 12.0, | 66.7, | 89.5, | -55.9, | -15.2, |
| 25 | 12.0, | 61.3, | 96.4, | -56.2, | -20.9, | 26 | 12.0, | 64.5, | 103.7, | -56.8, | -26.8, |
| 27 | 12.0, | 74.6, | 107.9, | -55.7, | -27.4, | 28 | 12.0, | 83.9, | 108.8, | -52.9, | -26.5, |
| 29 | 12.0, | 90.7, | 106.4, | -48.5, | -24.7, | 30 | 12.0, | 94.8, | 100.8, | -42.6, | -22.2, |
| 31 | 12.0, | 95.9, | 92.1, | -35.5, | -19.1, | 32 | 12.0, | 94.1, | 80.6, | -27.2, | -15.4, |
| 33 | 12.0, | 89.5, | 66.7, | -18.2, | -11.2, | 34 | 12.0, | 96.4, | 61.3, | -9.8, | -8.0, |
| 35 | 12.0, | 103.7, | 64.5, | -5.5, | -4.9, | 36 | 12.0, | 107.9, | 74.6, | -9.9, | -1.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI01H

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -13.3, | -1.8, | 2 | 12.0, | 106.4, | 90.7, | -17.9, | 1.9, |
| 3 | 12.0, | 100.8, | 94.8, | -21.9, | 5.4, | 4 | 12.0, | 92.1, | 95.9, | -25.3, | 8.9, |
| 5 | 12.0, | 80.6, | 94.1, | -27.9, | 12.0, | 6 | 12.0, | 66.7, | 89.5, | -29.7, | 14.8, |
| 7 | 12.0, | 61.3, | 96.4, | -36.3, | 21.1, | 8 | 12.0, | 64.5, | 103.7, | -43.1, | 27.7, |
| 9 | 12.0, | 74.6, | 107.9, | -48.6, | 29.0, | 10 | 12.0, | 83.9, | 108.8, | -52.6, | 28.7, |
| 11 | 12.0, | 90.7, | 106.4, | -55.1, | 27.5, | 12 | 12.0, | 94.8, | 100.8, | -55.8, | 25.4, |
| 13 | 12.0, | 95.9, | 92.1, | -54.9, | 22.6, | 14 | 12.0, | 94.1, | 80.6, | -52.3, | 19.1, |
| 15 | 12.0, | 89.5, | 66.7, | -48.1, | 15.1, | 16 | 12.0, | 96.4, | 61.3, | -51.8, | 11.9, |
| 17 | 12.0, | 103.7, | 64.5, | -59.9, | 8.8, | 18 | 12.0, | 107.9, | 74.6, | -66.3, | 5.3, |
| 19 | 12.0, | 108.8, | 83.9, | -70.6, | 1.8, | 20 | 12.0, | 106.4, | 90.7, | -72.8, | -1.9, |
| 21 | 12.0, | 100.8, | 94.8, | -72.8, | -5.4, | 22 | 12.0, | 92.1, | 95.9, | -70.6, | -8.9, |
| 23 | 12.0, | 80.6, | 94.1, | -66.2, | -12.0, | 24 | 12.0, | 66.7, | 89.5, | -59.8, | -14.8, |
| 25 | 12.0, | 61.3, | 96.4, | -60.1, | -21.1, | 26 | 12.0, | 64.5, | 103.7, | -60.6, | -27.7, |
| 27 | 12.0, | 74.6, | 107.9, | -59.3, | -29.0, | 28 | 12.0, | 83.9, | 108.8, | -56.2, | -28.7, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 12.0, | 90.7, | 106.4, | -51.3, | -27.5, | 30 | 12.0, | 94.8, | 100.8, | -45.0, | -25.4, |
| 31 | 12.0, | 95.9, | 92.1, | -37.2, | -22.6, | 32 | 12.0, | 94.1, | 80.6, | -28.3, | -19.1, |
| 33 | 12.0, | 89.5, | 66.7, | -18.6, | -15.1, | 34 | 12.0, | 96.4, | 61.3, | -9.5, | -11.9, |
| 35 | 12.0, | 103.7, | 64.5, | -4.5, | -8.8, | 36 | 12.0, | 107.9, | 74.6, | -8.3, | -5.3, |

SOURCE ID: IM1GI01I

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -10.4, | -5.6, | 2 | 12.0, | 106.4, | 90.7, | -14.4, | -1.4, |
| 3 | 12.0, | 100.8, | 94.8, | -17.9, | 2.8, | 4 | 12.0, | 92.1, | 95.9, | -20.9, | 7.0, |
| 5 | 12.0, | 80.6, | 94.1, | -23.2, | 10.9, | 6 | 12.0, | 66.7, | 89.5, | -24.9, | 14.5, |
| 7 | 12.0, | 61.3, | 96.4, | -31.5, | 21.7, | 8 | 12.0, | 64.5, | 103.7, | -38.5, | 29.1, |
| 9 | 12.0, | 74.6, | 107.9, | -44.3, | 31.2, | 10 | 12.0, | 83.9, | 108.8, | -48.8, | 31.6, |
| 11 | 12.0, | 90.7, | 106.4, | -51.8, | 31.0, | 12 | 12.0, | 94.8, | 100.8, | -53.2, | 29.5, |
| 13 | 12.0, | 95.9, | 92.1, | -53.0, | 27.1, | 14 | 12.0, | 94.1, | 80.6, | -51.2, | 23.9, |
| 15 | 12.0, | 89.5, | 66.7, | -47.9, | 19.9, | 16 | 12.0, | 96.4, | 61.3, | -52.4, | 16.7, |
| 17 | 12.0, | 103.7, | 64.5, | -61.4, | 13.4, | 18 | 12.0, | 107.9, | 74.6, | -68.5, | 9.7, |
| 19 | 12.0, | 108.8, | 83.9, | -73.5, | 5.6, | 20 | 12.0, | 106.4, | 90.7, | -76.4, | 1.4, |
| 21 | 12.0, | 100.8, | 94.8, | -76.9, | -2.8, | 22 | 12.0, | 92.1, | 95.9, | -75.0, | -7.0, |
| 23 | 12.0, | 80.6, | 94.1, | -70.9, | -10.9, | 24 | 12.0, | 66.7, | 89.5, | -64.6, | -14.5, |
| 25 | 12.0, | 61.3, | 96.4, | -64.9, | -21.7, | 26 | 12.0, | 64.5, | 103.7, | -65.2, | -29.1, |
| 27 | 12.0, | 74.6, | 107.9, | -63.6, | -31.2, | 28 | 12.0, | 83.9, | 108.8, | -60.0, | -31.6, |
| 29 | 12.0, | 90.7, | 106.4, | -54.6, | -31.0, | 30 | 12.0, | 94.8, | 100.8, | -47.6, | -29.5, |
| 31 | 12.0, | 95.9, | 92.1, | -39.1, | -27.1, | 32 | 12.0, | 94.1, | 80.6, | -29.4, | -23.9, |
| 33 | 12.0, | 89.5, | 66.7, | -18.8, | -19.9, | 34 | 12.0, | 96.4, | 61.3, | -8.9, | -16.7, |
| 35 | 12.0, | 103.7, | 64.5, | -3.1, | -13.4, | 36 | 12.0, | 107.9, | 74.6, | -6.1, | -9.7, |

SOURCE ID: IM1GI01J

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -7.7, | -9.9, | 2 | 12.0, | 106.4, | 90.7, | -11.0, | -5.2, |
| 3 | 12.0, | 100.8, | 94.8, | -13.9, | -0.3, | 4 | 12.0, | 92.1, | 95.9, | -16.4, | 4.6, |
| 5 | 12.0, | 80.6, | 94.1, | -18.4, | 9.4, | 6 | 12.0, | 66.7, | 89.5, | -19.9, | 13.8, |
| 7 | 12.0, | 61.3, | 96.4, | -26.4, | 21.9, | 8 | 12.0, | 64.5, | 103.7, | -33.5, | 30.2, |
| 9 | 12.0, | 74.6, | 107.9, | -39.6, | 33.1, | 10 | 12.0, | 83.9, | 108.8, | -44.5, | 34.3, |
| 11 | 12.0, | 90.7, | 106.4, | -48.0, | 34.4, | 12 | 12.0, | 94.8, | 100.8, | -50.1, | 33.5, |
| 13 | 12.0, | 95.9, | 92.1, | -50.6, | 31.6, | 14 | 12.0, | 94.1, | 80.6, | -49.7, | 28.7, |
| 15 | 12.0, | 89.5, | 66.7, | -47.2, | 24.9, | 16 | 12.0, | 96.4, | 61.3, | -52.5, | 21.8, |
| 17 | 12.0, | 103.7, | 64.5, | -62.4, | 18.3, | 18 | 12.0, | 107.9, | 74.6, | -70.4, | 14.4, |
| 19 | 12.0, | 108.8, | 83.9, | -76.2, | 9.9, | 20 | 12.0, | 106.4, | 90.7, | -79.8, | 5.2, |
| 21 | 12.0, | 100.8, | 94.8, | -80.9, | 0.3, | 22 | 12.0, | 92.1, | 95.9, | -79.5, | -4.6, |
| 23 | 12.0, | 80.6, | 94.1, | -75.7, | -9.4, | 24 | 12.0, | 66.7, | 89.5, | -69.7, | -13.8, |
| 25 | 12.0, | 61.3, | 96.4, | -70.0, | -21.9, | 26 | 12.0, | 64.5, | 103.7, | -70.2, | -30.2, |
| 27 | 12.0, | 74.6, | 107.9, | -68.3, | -33.1, | 28 | 12.0, | 83.9, | 108.8, | -64.3, | -34.3, |
| 29 | 12.0, | 90.7, | 106.4, | -58.4, | -34.4, | 30 | 12.0, | 94.8, | 100.8, | -50.7, | -33.5, |
| 31 | 12.0, | 95.9, | 92.1, | -41.5, | -31.6, | 32 | 12.0, | 94.1, | 80.6, | -31.0, | -28.7, |
| 33 | 12.0, | 89.5, | 66.7, | -19.5, | -24.9, | 34 | 12.0, | 96.4, | 61.3, | -8.7, | -21.8, |
| 35 | 12.0, | 103.7, | 64.5, | -2.0, | -18.3, | 36 | 12.0, | 107.9, | 74.6, | -4.2, | -14.4, |

SOURCE ID: IM1GI01K

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -4.8, | -13.6, | 2 | 12.0, | 106.4, | 90.7, | -7.5, | -8.3, |
| 3 | 12.0, | 100.8, | 94.8, | -9.9, | -2.8, | 4 | 12.0, | 92.1, | 95.9, | -12.1, | 2.9, |
| 5 | 12.0, | 80.6, | 94.1, | -13.9, | 8.4, | 6 | 12.0, | 66.7, | 89.5, | -15.2, | 13.7, |
| 7 | 12.0, | 61.3, | 96.4, | -21.8, | 22.6, | 8 | 12.0, | 64.5, | 103.7, | -29.1, | 31.6, |
| 9 | 12.0, | 74.6, | 107.9, | -35.5, | 35.3, | 10 | 12.0, | 83.9, | 108.8, | -40.8, | 37.1, |
| 11 | 12.0, | 90.7, | 106.4, | -44.9, | 37.9, | 12 | 12.0, | 94.8, | 100.8, | -47.6, | 37.4, |
| 13 | 12.0, | 95.9, | 92.1, | -48.9, | 35.9, | 14 | 12.0, | 94.1, | 80.6, | -48.7, | 33.2, |
| 15 | 12.0, | 89.5, | 66.7, | -47.0, | 29.6, | 16 | 12.0, | 96.4, | 61.3, | -53.2, | 26.4, |
| 17 | 12.0, | 103.7, | 64.5, | -63.9, | 22.8, | 18 | 12.0, | 107.9, | 74.6, | -72.6, | 18.4, |
| 19 | 12.0, | 108.8, | 83.9, | -79.1, | 13.6, | 20 | 12.0, | 106.4, | 90.7, | -83.2, | 8.3, |
| 21 | 12.0, | 100.8, | 94.8, | -84.8, | 2.8, | 22 | 12.0, | 92.1, | 95.9, | -83.8, | -2.9, |
| 23 | 12.0, | 80.6, | 94.1, | -80.3, | -8.4, | 24 | 12.0, | 66.7, | 89.5, | -74.3, | -13.7, |
| 25 | 12.0, | 61.3, | 96.4, | -74.6, | -22.6, | 26 | 12.0, | 64.5, | 103.7, | -74.6, | -31.6, |
| 27 | 12.0, | 74.6, | 107.9, | -72.4, | -35.3, | 28 | 12.0, | 83.9, | 108.8, | -68.0, | -37.1, |
| 29 | 12.0, | 90.7, | 106.4, | -61.5, | -37.9, | 30 | 12.0, | 94.8, | 100.8, | -53.1, | -37.4, |
| 31 | 12.0, | 95.9, | 92.1, | -43.2, | -35.9, | 32 | 12.0, | 94.1, | 80.6, | -31.9, | -33.2, |
| 33 | 12.0, | 89.5, | 66.7, | -19.7, | -29.6, | 34 | 12.0, | 96.4, | 61.3, | -8.1, | -26.4, |
| 35 | 12.0, | 103.7, | 64.5, | -0.6, | -22.8, | 36 | 12.0, | 107.9, | 74.6, | -2.0, | -18.4, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI01L

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | -1.8, | -18.5, | 2 | 12.0, | 106.4, | 90.7, | -3.7, | -12.7, |
| 3 | 12.0, | 100.8, | 94.8, | -5.4, | -6.4, | 4 | 12.0, | 92.1, | 95.9, | -7.0, | 0.1, |
| 5 | 12.0, | 80.6, | 94.1, | -8.4, | 6.5, | 6 | 12.0, | 66.7, | 89.5, | -9.5, | 12.8, |
| 7 | 12.0, | 61.3, | 96.4, | -16.0, | 22.7, | 8 | 12.0, | 64.5, | 103.7, | -23.4, | 32.8, |
| 9 | 12.0, | 74.6, | 107.9, | -30.1, | 37.4, | 10 | 12.0, | 83.9, | 108.8, | -35.9, | 40.2, |
| 11 | 12.0, | 90.7, | 106.4, | -40.6, | 41.7, | 12 | 12.0, | 94.8, | 100.8, | -44.0, | 42.0, |
| 13 | 12.0, | 95.9, | 92.1, | -46.1, | 41.0, | 14 | 12.0, | 94.1, | 80.6, | -46.8, | 38.7, |
| 15 | 12.0, | 89.5, | 66.7, | -46.1, | 35.3, | 16 | 12.0, | 96.4, | 61.3, | -53.3, | 32.2, |
| 17 | 12.0, | 103.7, | 64.5, | -65.0, | 28.4, | 18 | 12.0, | 107.9, | 74.6, | -74.7, | 23.9, |
| 19 | 12.0, | 108.8, | 83.9, | -82.1, | 18.5, | 20 | 12.0, | 106.4, | 90.7, | -87.1, | 12.7, |
| 21 | 12.0, | 100.8, | 94.8, | -89.3, | 6.4, | 22 | 12.0, | 92.1, | 95.9, | -88.9, | -0.1, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 12.0, | 80.6, | 94.1, | -85.8, | -6.5, | 24 | 12.0, | 66.7, | 89.5, | -80.0, | -12.8, |
| 25 | 12.0, | 61.3, | 96.4, | -80.4, | -22.7, | 26 | 12.0, | 64.5, | 103.7, | -80.3, | -32.8, |
| 27 | 12.0, | 74.6, | 107.9, | -77.8, | -37.4, | 28 | 12.0, | 83.9, | 108.8, | -72.9, | -40.2, |
| 29 | 12.0, | 90.7, | 106.4, | -65.9, | -41.7, | 30 | 12.0, | 94.8, | 100.8, | -56.8, | -42.0, |
| 31 | 12.0, | 95.9, | 92.1, | -46.0, | -41.0, | 32 | 12.0, | 94.1, | 80.6, | -33.8, | -38.7, |
| 33 | 12.0, | 89.5, | 66.7, | -20.5, | -35.3, | 34 | 12.0, | 96.4, | 61.3, | -7.9, | -32.2, |
| 35 | 12.0, | 103.7, | 64.5, | 0.6, | -28.4, | 36 | 12.0, | 107.9, | 74.6, | 0.1, | -23.9, |

SOURCE ID: IM1GI01M

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | 0.6, | -21.9, | 2 | 12.0, | 106.4, | 90.7, | -0.7, | -15.5, |
| 3 | 12.0, | 100.8, | 94.8, | -2.0, | -8.7, | 4 | 12.0, | 92.1, | 95.9, | -3.2, | -1.6, |
| 5 | 12.0, | 80.6, | 94.1, | -4.4, | 5.5, | 6 | 12.0, | 66.7, | 89.5, | -5.4, | 12.5, |
| 7 | 12.0, | 61.3, | 96.4, | -11.9, | 23.1, | 8 | 12.0, | 64.5, | 103.7, | -19.4, | 33.9, |
| 9 | 12.0, | 74.6, | 107.9, | -26.4, | 39.2, | 10 | 12.0, | 83.9, | 108.8, | -32.5, | 42.6, |
| 11 | 12.0, | 90.7, | 106.4, | -37.7, | 44.6, | 12 | 12.0, | 94.8, | 100.8, | -41.7, | 45.4, |
| 13 | 12.0, | 95.9, | 92.1, | -44.5, | 44.7, | 14 | 12.0, | 94.1, | 80.6, | -45.8, | 42.7, |
| 15 | 12.0, | 89.5, | 66.7, | -45.8, | 39.4, | 16 | 12.0, | 96.4, | 61.3, | -53.8, | 36.3, |
| 17 | 12.0, | 103.7, | 64.5, | -66.1, | 32.4, | 18 | 12.0, | 107.9, | 74.6, | -76.5, | 27.6, |
| 19 | 12.0, | 108.8, | 83.9, | -84.5, | 21.9, | 20 | 12.0, | 106.4, | 90.7, | -90.0, | 15.5, |
| 21 | 12.0, | 100.8, | 94.8, | -92.8, | 8.7, | 22 | 12.0, | 92.1, | 95.9, | -92.7, | 1.6, |
| 23 | 12.0, | 80.6, | 94.1, | -89.8, | -5.5, | 24 | 12.0, | 66.7, | 89.5, | -84.1, | -12.5, |
| 25 | 12.0, | 61.3, | 96.4, | -84.5, | -23.1, | 26 | 12.0, | 64.5, | 103.7, | -84.3, | -33.9, |
| 27 | 12.0, | 74.6, | 107.9, | -81.5, | -39.2, | 28 | 12.0, | 83.9, | 108.8, | -76.3, | -42.6, |
| 29 | 12.0, | 90.7, | 106.4, | -68.7, | -44.6, | 30 | 12.0, | 94.8, | 100.8, | -59.1, | -45.4, |
| 31 | 12.0, | 95.9, | 92.1, | -47.6, | -44.7, | 32 | 12.0, | 94.1, | 80.6, | -34.8, | -42.7, |
| 33 | 12.0, | 89.5, | 66.7, | -20.8, | -39.4, | 34 | 12.0, | 96.4, | 61.3, | -7.5, | -36.3, |
| 35 | 12.0, | 103.7, | 64.5, | 1.7, | -32.4, | 36 | 12.0, | 107.9, | 74.6, | 1.9, | -27.6, |

SOURCE ID: IM1GI01N

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | 2.6, | -25.7, | 2 | 12.0, | 106.4, | 90.7, | 1.9, | -18.9, |
| 3 | 12.0, | 100.8, | 94.8, | 1.2, | -11.6, | 4 | 12.0, | 92.1, | 95.9, | 0.4, | -3.9, |
| 5 | 12.0, | 80.6, | 94.1, | -0.4, | 3.9, | 6 | 12.0, | 66.7, | 89.5, | -1.2, | 11.6, |
| 7 | 12.0, | 61.3, | 96.4, | -7.6, | 22.9, | 8 | 12.0, | 64.5, | 103.7, | -15.2, | 34.5, |
| 9 | 12.0, | 74.6, | 107.9, | -22.3, | 40.5, | 10 | 12.0, | 83.9, | 108.8, | -28.7, | 44.6, |
| 11 | 12.0, | 90.7, | 106.4, | -34.3, | 47.3, | 12 | 12.0, | 94.8, | 100.8, | -38.8, | 48.5, |
| 13 | 12.0, | 95.9, | 92.1, | -42.1, | 48.3, | 14 | 12.0, | 94.1, | 80.6, | -44.2, | 46.7, |
| 15 | 12.0, | 89.5, | 66.7, | -44.9, | 43.6, | 16 | 12.0, | 96.4, | 61.3, | -53.6, | 40.6, |
| 17 | 12.0, | 103.7, | 64.5, | -66.7, | 36.7, | 18 | 12.0, | 107.9, | 74.6, | -77.8, | 31.7, |
| 19 | 12.0, | 108.8, | 83.9, | -86.5, | 25.7, | 20 | 12.0, | 106.4, | 90.7, | -92.6, | 18.9, |
| 21 | 12.0, | 100.8, | 94.8, | -95.9, | 11.6, | 22 | 12.0, | 92.1, | 95.9, | -96.3, | 3.9, |
| 23 | 12.0, | 80.6, | 94.1, | -93.8, | -3.9, | 24 | 12.0, | 66.7, | 89.5, | -88.3, | -11.6, |
| 25 | 12.0, | 61.3, | 96.4, | -88.8, | -22.9, | 26 | 12.0, | 64.5, | 103.7, | -88.5, | -34.5, |
| 27 | 12.0, | 74.6, | 107.9, | -85.6, | -40.5, | 28 | 12.0, | 83.9, | 108.8, | -80.1, | -44.6, |
| 29 | 12.0, | 90.7, | 106.4, | -72.1, | -47.3, | 30 | 12.0, | 94.8, | 100.8, | -62.0, | -48.5, |
| 31 | 12.0, | 95.9, | 92.1, | -49.9, | -48.3, | 32 | 12.0, | 94.1, | 80.6, | -36.4, | -46.7, |
| 33 | 12.0, | 89.5, | 66.7, | -21.8, | -43.6, | 34 | 12.0, | 96.4, | 61.3, | -7.7, | -40.6, |
| 35 | 12.0, | 103.7, | 64.5, | 2.2, | -36.7, | 36 | 12.0, | 107.9, | 74.6, | 3.2, | -31.7, |

SOURCE ID: IM1GI01O

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 108.8, | 83.9, | 4.7, | -29.0, | 2 | 12.0, | 106.4, | 90.7, | 4.5, | -21.8, |
| 3 | 12.0, | 100.8, | 94.8, | 4.3, | -14.0, | 4 | 12.0, | 92.1, | 95.9, | 3.9, | -5.7, |
| 5 | 12.0, | 80.6, | 94.1, | 3.3, | 2.7, | 6 | 12.0, | 66.7, | 89.5, | 2.7, | 11.1, |
| 7 | 12.0, | 61.3, | 96.4, | -3.7, | 23.1, | 8 | 12.0, | 64.5, | 103.7, | -11.4, | 35.3, |
| 9 | 12.0, | 74.6, | 107.9, | -18.7, | 42.0, | 10 | 12.0, | 83.9, | 108.8, | -25.4, | 46.7, |
| 11 | 12.0, | 90.7, | 106.4, | -31.4, | 49.9, | 12 | 12.0, | 94.8, | 100.8, | -36.4, | 51.6, |
| 13 | 12.0, | 95.9, | 92.1, | -40.4, | 51.8, | 14 | 12.0, | 94.1, | 80.6, | -43.0, | 50.4, |
| 15 | 12.0, | 89.5, | 66.7, | -44.4, | 47.5, | 16 | 12.0, | 96.4, | 61.3, | -53.8, | 44.5, |
| 17 | 12.0, | 103.7, | 64.5, | -67.5, | 40.5, | 18 | 12.0, | 107.9, | 74.6, | -79.3, | 35.2, |
| 19 | 12.0, | 108.8, | 83.9, | -88.6, | 29.0, | 20 | 12.0, | 106.4, | 90.7, | -95.3, | 21.8, |
| 21 | 12.0, | 100.8, | 94.8, | -99.0, | 14.0, | 22 | 12.0, | 92.1, | 95.9, | -99.8, | 5.7, |
| 23 | 12.0, | 80.6, | 94.1, | -97.5, | -2.7, | 24 | 12.0, | 66.7, | 89.5, | -92.2, | -11.1, |
| 25 | 12.0, | 61.3, | 96.4, | -92.6, | -23.1, | 26 | 12.0, | 64.5, | 103.7, | -92.3, | -35.3, |
| 27 | 12.0, | 74.6, | 107.9, | -89.2, | -42.0, | 28 | 12.0, | 83.9, | 108.8, | -83.4, | -46.7, |
| 29 | 12.0, | 90.7, | 106.4, | -75.0, | -49.9, | 30 | 12.0, | 94.8, | 100.8, | -64.3, | -51.6, |
| 31 | 12.0, | 95.9, | 92.1, | -51.8, | -51.8, | 32 | 12.0, | 94.1, | 80.6, | -37.6, | -50.4, |
| 33 | 12.0, | 89.5, | 66.7, | -22.3, | -47.5, | 34 | 12.0, | 96.4, | 61.3, | -7.5, | -44.5, |
| 35 | 12.0, | 103.7, | 64.5, | 3.1, | -40.5, | 36 | 12.0, | 107.9, | 74.6, | 4.7, | -35.2, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI01S

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -72.2, | 50.2, | 2 | 12.0, | 187.9, | 182.3, | -86.6, | 51.4, |
| 3 | 12.0, | 177.8, | 186.9, | -98.5, | 51.1, | 4 | 12.0, | 162.3, | 185.8, | -107.3, | 49.3, |
| 5 | 12.0, | 141.9, | 179.0, | -112.8, | 45.9, | 6 | 12.0, | 117.1, | 166.8, | -114.9, | 41.1, |
| 7 | 12.0, | 112.5, | 170.7, | -123.0, | 38.4, | 8 | 12.0, | 136.8, | 183.5, | -135.0, | 31.1, |
| 9 | 12.0, | 156.9, | 190.8, | -142.8, | 22.9, | 10 | 12.0, | 172.2, | 192.3, | -146.3, | 13.9, |
| 11 | 12.0, | 182.3, | 187.9, | -145.4, | 4.5, | 12 | 12.0, | 186.9, | 177.8, | -140.0, | -5.0, |
| 13 | 12.0, | 185.8, | 162.3, | -130.4, | -14.4, | 14 | 12.0, | 179.0, | 141.9, | -116.8, | -23.3, |
| 15 | 12.0, | 166.8, | 117.1, | -99.7, | -31.5, | 16 | 12.0, | 170.7, | 112.5, | -94.7, | -37.6, |

```
  17   12.0,  183.5,  136.8,  -99.5,  -43.2,     18   12.0,  190.8,  156.9, -101.3,  -47.4,
  19   12.0,  192.3,  172.2, -100.0,  -50.2,     20   12.0,  187.9,  182.3,  -95.7,  -51.4,
  21   12.0,  177.8,  186.9,  -88.4,  -51.1,     22   12.0,  162.3,  185.8,  -78.5,  -49.3,
  23   12.0,  141.9,  179.0,  -66.2,  -45.9,     24   12.0,  117.1,  166.8,  -51.9,  -41.1,
  25   12.0,  112.5,  170.7,  -47.7,  -38.4,     26   12.0,  136.8,  183.5,  -48.6,  -31.1,
  27   12.0,  156.9,  190.8,  -48.0,  -22.9,     28   12.0,  172.2,  192.3,  -45.9,  -13.9,
  29   12.0,  182.3,  187.9,  -42.5,   -4.5,     30   12.0,  186.9,  177.8,  -37.8,    5.0,
  31   12.0,  185.8,  162.3,  -31.9,   14.4,     32   12.0,  179.0,  141.9,  -25.0,   23.3,
  33   12.0,  166.8,  117.1,  -17.4,   31.5,     34   12.0,  170.7,  112.5,  -17.8,   37.6,
  35   12.0,  183.5,  136.8,  -37.3,   43.2,     36   12.0,  190.8,  156.9,  -55.6,   47.4,


SOURCE ID: IM1GI01T
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -69.7,   46.3,      2   12.0,  187.9,  182.3,  -83.5,   48.0,
   3   12.0,  177.8,  186.9,  -94.7,   48.3,      4   12.0,  162.3,  185.8, -103.1,   47.1,
   5   12.0,  141.9,  179.0, -108.3,   44.5,      6   12.0,  117.1,  166.8, -110.3,   40.6,
   7   12.0,  112.5,  170.7, -118.3,   38.7,      8   12.0,  136.8,  183.5, -130.4,   32.1,
   9   12.0,  156.9,  190.8, -138.5,   24.7,     10   12.0,  172.2,  192.3, -142.4,   16.4,
  11   12.0,  182.3,  187.9, -142.0,    7.7,     12   12.0,  186.9,  177.8, -137.2,   -1.3,
  13   12.0,  185.8,  162.3, -128.3,  -10.2,     14   12.0,  179.0,  141.9, -115.5,  -18.9,
  15   12.0,  166.8,  117.1,  -99.1,  -26.9,     16   12.0,  170.7,  112.5,  -94.9,  -33.0,
  17   12.0,  183.5,  136.8, -100.5,  -38.6,     18   12.0,  190.8,  156.9, -103.1,  -43.1,
  19   12.0,  192.3,  172.2, -102.5,  -46.3,     20   12.0,  187.9,  182.3,  -98.8,  -48.0,
  21   12.0,  177.8,  186.9,  -92.1,  -48.3,     22   12.0,  162.3,  185.8,  -82.6,  -47.1,
  23   12.0,  141.9,  179.0,  -70.6,  -44.5,     24   12.0,  117.1,  166.8,  -56.5,  -40.6,
  25   12.0,  112.5,  170.7,  -52.4,  -38.7,     26   12.0,  136.8,  183.5,  -53.1,  -32.1,
  27   12.0,  156.9,  190.8,  -52.3,  -24.7,     28   12.0,  172.2,  192.3,  -49.9,  -16.4,
  29   12.0,  182.3,  187.9,  -45.9,   -7.7,     30   12.0,  186.9,  177.8,  -40.6,    1.3,
  31   12.0,  185.8,  162.3,  -34.0,   10.2,     32   12.0,  179.0,  141.9,  -26.4,   18.9,
  33   12.0,  166.8,  117.1,  -18.0,   26.9,     34   12.0,  170.7,  112.5,  -17.6,   33.0,
  35   12.0,  183.5,  136.8,  -36.3,   38.6,     36   12.0,  190.8,  156.9,  -53.8,   43.1,


SOURCE ID: IM1GI01U
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -67.4,   42.9,      2   12.0,  187.9,  182.3,  -80.6,   45.1,
   3   12.0,  177.8,  186.9,  -91.4,   45.9,      4   12.0,  162.3,  185.8,  -99.4,   45.4,
   5   12.0,  141.9,  179.0, -104.4,   43.4,      6   12.0,  117.1,  166.8, -106.2,   40.2,
   7   12.0,  112.5,  170.7, -114.3,   39.0,      8   12.0,  136.8,  183.5, -126.5,   33.2,
   9   12.0,  156.9,  190.8, -134.8,   26.4,     10   12.0,  172.2,  192.3, -139.0,   18.7,
  11   12.0,  182.3,  187.9, -139.1,   10.5,     12   12.0,  186.9,  177.8, -134.8,    2.0,
  13   12.0,  185.8,  162.3, -126.5,   -6.5,     14   12.0,  179.0,  141.9, -114.4,  -14.9,
  15   12.0,  166.8,  117.1,  -98.8,  -22.9,     16   12.0,  170.7,  112.5,  -95.3,  -28.9,
  17   12.0,  183.5,  136.8, -101.6,  -34.7,     18   12.0,  190.8,  156.9, -104.8,  -39.4,
  19   12.0,  192.3,  172.2, -104.8,  -42.9,     20   12.0,  187.9,  182.3, -101.7,  -45.1,
  21   12.0,  177.8,  186.9,  -95.5,  -45.9,     22   12.0,  162.3,  185.8,  -86.3,  -45.4,
  23   12.0,  141.9,  179.0,  -74.6,  -43.4,     24   12.0,  117.1,  166.8,  -60.5,  -40.2,
  25   12.0,  112.5,  170.7,  -56.4,  -39.0,     26   12.0,  136.8,  183.5,  -57.1,  -33.2,
  27   12.0,  156.9,  190.8,  -56.0,  -26.4,     28   12.0,  172.2,  192.3,  -53.2,  -18.7,
  29   12.0,  182.3,  187.9,  -48.8,  -10.5,     30   12.0,  186.9,  177.8,  -42.9,   -2.0,
  31   12.0,  185.8,  162.3,  -35.8,    6.5,     32   12.0,  179.0,  141.9,  -27.5,   14.9,
  33   12.0,  166.8,  117.1,  -18.4,   22.9,     34   12.0,  170.7,  112.5,  -17.3,   28.9,
  35   12.0,  183.5,  136.8,  -35.2,   34.7,     36   12.0,  190.8,  156.9,  -52.1,   39.4,


SOURCE ID: IM1GI01V
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -64.3,   38.9,      2   12.0,  187.9,  182.3,  -76.9,   41.7,
   3   12.0,  177.8,  186.9,  -87.2,   43.2,      4   12.0,  162.3,  185.8,  -94.8,   43.4,
   5   12.0,  141.9,  179.0,  -99.5,   42.3,      6   12.0,  117.1,  166.8, -101.2,   39.9,
   7   12.0,  112.5,  170.7, -109.3,   39.6,      8   12.0,  136.8,  183.5, -121.6,   34.7,
   9   12.0,  156.9,  190.8, -130.3,   28.7,     10   12.0,  172.2,  192.3, -135.0,   21.8,
  11   12.0,  182.3,  187.9, -135.6,   14.2,     12   12.0,  186.9,  177.8, -132.1,    6.3,
  13   12.0,  185.8,  162.3, -124.6,   -1.9,     14   12.0,  179.0,  141.9, -113.2,  -10.0,
  15   12.0,  166.8,  117.1,  -98.5,  -17.8,     16   12.0,  170.7,  112.5,  -95.9,  -23.9,
  17   12.0,  183.5,  136.8, -103.1,  -29.9,     18   12.0,  190.8,  156.9, -107.1,  -34.9,
  19   12.0,  192.3,  172.2, -107.9,  -38.9,     20   12.0,  187.9,  182.3, -105.4,  -41.7,
  21   12.0,  177.8,  186.9,  -99.7,  -43.2,     22   12.0,  162.3,  185.8,  -91.0,  -43.4,
  23   12.0,  141.9,  179.0,  -79.5,  -42.3,     24   12.0,  117.1,  166.8,  -65.6,  -39.9,
  25   12.0,  112.5,  170.7,  -61.4,  -39.6,     26   12.0,  136.8,  183.5,  -61.9,  -34.7,
  27   12.0,  156.9,  190.8,  -60.5,  -28.7,     28   12.0,  172.2,  192.3,  -57.2,  -21.8,
  29   12.0,  182.3,  187.9,  -52.3,  -14.2,     30   12.0,  186.9,  177.8,  -45.7,   -6.3,
  31   12.0,  185.8,  162.3,  -37.7,    1.9,     32   12.0,  179.0,  141.9,  -28.6,   10.0,
  33   12.0,  166.8,  117.1,  -18.7,   17.8,     34   12.0,  170.7,  112.5,  -16.7,   23.9,
  35   12.0,  183.5,  136.8,  -33.8,   29.9,     36   12.0,  190.8,  156.9,  -49.8,   34.9,
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*** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                  *** DIRECTION SPECIFIC BUILDING DIMENSIONS ***


SOURCE ID: IM1GI01W
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -61.6,   35.1,      2   12.0,  187.9,  182.3,  -73.6,   38.4,
   3   12.0,  177.8,  186.9,  -83.3,   40.6,      4   12.0,  162.3,  185.8,  -90.5,   41.5,
   5   12.0,  141.9,  179.0,  -95.0,   41.1,      6   12.0,  117.1,  166.8,  -96.6,   39.6,
   7   12.0,  112.5,  170.7, -104.6,   40.0,      8   12.0,  136.8,  183.5, -117.1,   35.9,
   9   12.0,  156.9,  190.8, -126.1,   30.7,     10   12.0,  172.2,  192.3, -131.2,   24.5,
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  11   12.0,  182.3,  187.9, -132.4,   17.6,     12   12.0,  186.9,  177.8, -129.5,   10.1,
  13   12.0,  185.8,  162.3, -122.6,    2.3,     14   12.0,  179.0,  141.9, -112.1,   -5.5,
  15   12.0,  166.8,  117.1,  -98.1,  -13.2,     16   12.0,  170.7,  112.5,  -96.3,  -19.3,
  17   12.0,  183.5,  136.8, -104.3,  -25.4,     18   12.0,  190.8,  156.9, -109.1,  -30.7,
  19   12.0,  192.3,  172.2, -110.6,  -35.1,     20   12.0,  187.9,  182.3, -108.7,  -38.4,
  21   12.0,  177.8,  186.9, -103.5,  -40.6,     22   12.0,  162.3,  185.8,  -95.2,  -41.5,
  23   12.0,  141.9,  179.0,  -84.0,  -41.1,     24   12.0,  117.1,  166.8,  -70.2,  -39.6,
  25   12.0,  112.5,  170.7,  -66.1,  -40.0,     26   12.0,  136.8,  183.5,  -66.4,  -35.9,
  27   12.0,  156.9,  190.8,  -64.7,  -30.7,     28   12.0,  172.2,  192.3,  -61.0,  -24.5,
  29   12.0,  182.3,  187.9,  -55.5,  -17.6,     30   12.0,  186.9,  177.8,  -48.3,  -10.1,
  31   12.0,  185.8,  162.3,  -39.7,   -2.3,     32   12.0,  179.0,  141.9,  -29.8,    5.5,
  33   12.0,  166.8,  117.1,  -19.0,   13.2,     34   12.0,  170.7,  112.5,  -16.2,   19.3,
  35   12.0,  183.5,  136.8,  -32.5,   25.4,     36   12.0,  190.8,  156.9,  -47.8,   30.7,


SOURCE ID: IM1GI01X
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -58.2,   30.8,      2   12.0,  187.9,  182.3,  -69.5,   34.8,
   3   12.0,  177.8,  186.9,  -78.7,   37.7,      4   12.0,  162.3,  185.8,  -85.5,   39.5,
   5   12.0,  141.9,  179.0,  -89.6,   40.0,      6   12.0,  117.1,  166.8,  -91.1,   39.4,
   7   12.0,  112.5,  170.7,  -99.2,   40.9,      8   12.0,  136.8,  183.5, -112.0,   37.6,
   9   12.0,  156.9,  190.8, -121.3,   33.2,     10   12.0,  172.2,  192.3, -126.9,   27.9,
  11   12.0,  182.3,  187.9, -128.7,   21.6,     12   12.0,  186.9,  177.8, -126.6,   14.8,
  13   12.0,  185.8,  162.3, -120.6,    7.4,     14   12.0,  179.0,  141.9, -111.0,   -0.2,
  15   12.0,  166.8,  117.1,  -98.0,   -7.7,     16   12.0,  170.7,  112.5,  -97.1,  -13.9,
  17   12.0,  183.5,  136.8, -106.0,  -20.2,     18   12.0,  190.8,  156.9, -111.7,  -25.9,
  19   12.0,  192.3,  172.2, -114.0,  -30.8,     20   12.0,  187.9,  182.3, -112.8,  -34.8,
  21   12.0,  177.8,  186.9, -108.2,  -37.7,     22   12.0,  162.3,  185.8, -100.3,  -39.5,
  23   12.0,  141.9,  179.0,  -89.3,  -40.0,     24   12.0,  117.1,  166.8,  -75.7,  -39.4,
  25   12.0,  112.5,  170.7,  -71.5,  -40.9,     26   12.0,  136.8,  183.5,  -71.6,  -37.6,
  27   12.0,  156.9,  190.8,  -69.5,  -33.2,     28   12.0,  172.2,  192.3,  -65.3,  -27.9,
  29   12.0,  182.3,  187.9,  -59.1,  -21.6,     30   12.0,  186.9,  177.8,  -51.2,  -14.8,
  31   12.0,  185.8,  162.3,  -41.7,   -7.4,     32   12.0,  179.0,  141.9,  -30.9,    0.2,
  33   12.0,  166.8,  117.1,  -19.2,    7.7,     34   12.0,  170.7,  112.5,  -15.4,   13.9,
  35   12.0,  183.5,  136.8,  -30.8,   20.2,     36   12.0,  190.8,  156.9,  -45.2,   25.9,


SOURCE ID: IM1GI01Y
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -55.4,   26.1,      2   12.0,  187.9,  182.3,  -65.9,   30.7,
   3   12.0,  177.8,  186.9,  -74.4,   34.3,      4   12.0,  162.3,  185.8,  -80.7,   36.9,
   5   12.0,  141.9,  179.0,  -84.5,   38.3,      6   12.0,  117.1,  166.8,  -85.7,   38.6,
   7   12.0,  112.5,  170.7,  -93.8,   41.0,      8   12.0,  136.8,  183.5, -106.6,   38.7,
   9   12.0,  156.9,  190.8, -116.2,   35.2,     10   12.0,  172.2,  192.3, -122.3,   30.7,
  11   12.0,  182.3,  187.9, -124.6,   25.3,     12   12.0,  186.9,  177.8, -123.2,   19.0,
  13   12.0,  185.8,  162.3, -118.0,   12.2,     14   12.0,  179.0,  141.9, -109.2,    5.0,
  15   12.0,  166.8,  117.1,  -97.2,   -2.3,     16   12.0,  170.7,  112.5,  -97.3,   -8.4,
  17   12.0,  183.5,  136.8, -107.1,  -14.8,     18   12.0,  190.8,  156.9, -113.7,  -20.8,
  19   12.0,  192.3,  172.2, -116.8,  -26.1,     20   12.0,  187.9,  182.3, -116.4,  -30.7,
  21   12.0,  177.8,  186.9, -112.5,  -34.3,     22   12.0,  162.3,  185.8, -105.1,  -36.9,
  23   12.0,  141.9,  179.0,  -94.5,  -38.3,     24   12.0,  117.1,  166.8,  -81.1,  -38.6,
  25   12.0,  112.5,  170.7,  -76.9,  -41.0,     26   12.0,  136.8,  183.5,  -76.9,  -38.7,
  27   12.0,  156.9,  190.8,  -74.6,  -35.2,     28   12.0,  172.2,  192.3,  -70.0,  -30.7,
  29   12.0,  182.3,  187.9,  -63.3,  -25.3,     30   12.0,  186.9,  177.8,  -54.6,  -19.0,
  31   12.0,  185.8,  162.3,  -44.3,  -12.2,     32   12.0,  179.0,  141.9,  -32.6,   -5.0,
  33   12.0,  166.8,  117.1,  -20.0,    2.3,     34   12.0,  170.7,  112.5,  -15.3,    8.4,
  35   12.0,  183.5,  136.8,  -29.7,   14.8,     36   12.0,  190.8,  156.9,  -43.2,   20.8,


SOURCE ID: IM1GI01Z
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -52.1,   22.1,      2   12.0,  187.9,  182.3,  -62.0,   27.3,
   3   12.0,  177.8,  186.9,  -70.0,   31.6,      4   12.0,  162.3,  185.8,  -75.8,   35.0,
   5   12.0,  141.9,  179.0,  -79.4,   37.3,      6   12.0,  117.1,  166.8,  -80.5,   38.5,
   7   12.0,  112.5,  170.7,  -88.7,   41.8,      8   12.0,  136.8,  183.5, -101.7,   40.4,
   9   12.0,  156.9,  190.8, -111.7,   37.8,     10   12.0,  172.2,  192.3, -118.3,   34.0,
  11   12.0,  182.3,  187.9, -121.2,   29.2,     12   12.0,  186.9,  177.8, -120.5,   23.4,
  13   12.0,  185.8,  162.3, -116.2,   17.0,     14   12.0,  179.0,  141.9, -108.3,   10.1,
  15   12.0,  166.8,  117.1,  -97.1,    2.8,     16   12.0,  170.7,  112.5,  -98.1,   -3.3,
  17   12.0,  183.5,  136.8, -108.8,  -10.0,     18   12.0,  190.8,  156.9, -116.2,  -16.3,
  19   12.0,  192.3,  172.2, -120.1,  -22.1,     20   12.0,  187.9,  182.3, -120.3,  -27.3,
  21   12.0,  177.8,  186.9, -116.9,  -31.6,     22   12.0,  162.3,  185.8, -109.9,  -35.0,
  23   12.0,  141.9,  179.0,  -99.6,  -37.3,     24   12.0,  117.1,  166.8,  -86.2,  -38.5,
  25   12.0,  112.5,  170.7,  -82.0,  -41.8,     26   12.0,  136.8,  183.5,  -81.8,  -40.4,
  27   12.0,  156.9,  190.8,  -79.1,  -37.8,     28   12.0,  172.2,  192.3,  -74.0,  -34.0,
  29   12.0,  182.3,  187.9,  -66.6,  -29.2,     30   12.0,  186.9,  177.8,  -57.2,  -23.4,
  31   12.0,  185.8,  162.3,  -46.1,  -17.0,     32   12.0,  179.0,  141.9,  -33.6,  -10.1,
  33   12.0,  166.8,  117.1,  -20.1,   -2.8,     34   12.0,  170.7,  112.5,  -14.5,    3.3,
  35   12.0,  183.5,  136.8,  -28.0,   10.0,     36   12.0,  190.8,  156.9,  -40.7,   16.3,
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*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

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SOURCE ID: IM1GI020
 IFV    BH      BW      BL     XADJ    YADJ     IFV    BH      BW      BL     XADJ    YADJ
   1   12.0,  192.3,  172.2,  -48.8,   18.4,      2   12.0,  187.9,  182.3,  -58.1,   24.2,
   3   12.0,  177.8,  186.9,  -65.6,   29.2,      4   12.0,  162.3,  185.8,  -71.1,   33.4,
```

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 12.0, | 141.9, | 179.0, | -74.4, | 36.6, | 6 | 12.0, | 117.1, | 166.8, | -75.5, | 38.6, |
| 7 | 12.0, | 112.5, | 170.7, | -83.8, | 42.8, | 8 | 12.0, | 136.8, | 183.5, | -97.0, | 42.2, |
| 9 | 12.0, | 156.9, | 190.8, | -107.4, | 40.3, | 10 | 12.0, | 172.2, | 192.3, | -114.5, | 37.3, |
| 11 | 12.0, | 182.3, | 187.9, | -118.1, | 33.1, | 12 | 12.0, | 186.9, | 177.8, | -118.1, | 27.8, |
| 13 | 12.0, | 185.8, | 162.3, | -114.5, | 21.8, | 14 | 12.0, | 179.0, | 141.9, | -107.5, | 15.1, |
| 15 | 12.0, | 166.8, | 117.1, | -97.2, | 7.9, | 16 | 12.0, | 170.7, | 112.5, | -99.0, | 1.6, |
| 17 | 12.0, | 183.5, | 136.8, | -110.6, | -5.3, | 18 | 12.0, | 190.8, | 156.9, | -118.8, | -12.0, |
| 19 | 12.0, | 192.3, | 172.2, | -123.4, | -18.4, | 20 | 12.0, | 187.9, | 182.3, | -124.2, | -24.2, |
| 21 | 12.0, | 177.8, | 186.9, | -121.3, | -29.2, | 22 | 12.0, | 162.3, | 185.8, | -114.7, | -33.4, |
| 23 | 12.0, | 141.9, | 179.0, | -104.5, | -36.6, | 24 | 12.0, | 117.1, | 166.8, | -91.3, | -38.6, |
| 25 | 12.0, | 112.5, | 170.7, | -87.0, | -42.8, | 26 | 12.0, | 136.8, | 183.5, | -86.5, | -42.2, |
| 27 | 12.0, | 156.9, | 190.8, | -83.4, | -40.3, | 28 | 12.0, | 172.2, | 192.3, | -77.8, | -37.3, |
| 29 | 12.0, | 182.3, | 187.9, | -69.8, | -33.1, | 30 | 12.0, | 186.9, | 177.8, | -59.7, | -27.8, |
| 31 | 12.0, | 185.8, | 162.3, | -47.8, | -21.8, | 32 | 12.0, | 179.0, | 141.9, | -34.4, | -15.1, |
| 33 | 12.0, | 166.8, | 117.1, | -20.0, | -7.9, | 34 | 12.0, | 170.7, | 112.5, | -13.5, | -1.6, |
| 35 | 12.0, | 183.5, | 136.8, | -26.2, | 5.3, | 36 | 12.0, | 190.8, | 156.9, | -38.1, | 12.0, |

SOURCE ID: IM1GI021

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -45.4, | 12.7, | 2 | 12.0, | 187.9, | 182.3, | -53.7, | 19.2, |
| 3 | 12.0, | 177.8, | 186.9, | -60.4, | 25.1, | 4 | 12.0, | 162.3, | 185.8, | -65.3, | 30.2, |
| 5 | 12.0, | 141.9, | 179.0, | -68.1, | 34.4, | 6 | 12.0, | 117.1, | 166.8, | -69.0, | 37.6, |
| 7 | 12.0, | 112.5, | 170.7, | -77.1, | 42.9, | 8 | 12.0, | 136.8, | 183.5, | -90.5, | 43.5, |
| 9 | 12.0, | 156.9, | 190.8, | -101.2, | 42.8, | 10 | 12.0, | 172.2, | 192.3, | -108.8, | 40.7, |
| 11 | 12.0, | 182.3, | 187.9, | -113.1, | 37.4, | 12 | 12.0, | 186.9, | 177.8, | -113.9, | 33.0, |
| 13 | 12.0, | 185.8, | 162.3, | -111.3, | 27.6, | 14 | 12.0, | 179.0, | 141.9, | -105.3, | 21.4, |
| 15 | 12.0, | 166.8, | 117.1, | -96.1, | 14.5, | 16 | 12.0, | 170.7, | 112.5, | -99.2, | 8.2, |
| 17 | 12.0, | 183.5, | 136.8, | -111.9, | 1.2, | 18 | 12.0, | 190.8, | 156.9, | -121.2, | -5.8, |
| 19 | 12.0, | 192.3, | 172.2, | -126.8, | -12.7, | 20 | 12.0, | 187.9, | 182.3, | -128.6, | -19.2, |
| 21 | 12.0, | 177.8, | 186.9, | -126.5, | -25.1, | 22 | 12.0, | 162.3, | 185.8, | -120.5, | -30.2, |
| 23 | 12.0, | 141.9, | 179.0, | -110.8, | -34.4, | 24 | 12.0, | 117.1, | 166.8, | -97.8, | -37.6, |
| 25 | 12.0, | 112.5, | 170.7, | -93.6, | -42.9, | 26 | 12.0, | 136.8, | 183.5, | -93.0, | -43.5, |
| 27 | 12.0, | 156.9, | 190.8, | -89.6, | -42.8, | 28 | 12.0, | 172.2, | 192.3, | -83.5, | -40.7, |
| 29 | 12.0, | 182.3, | 187.9, | -74.8, | -37.4, | 30 | 12.0, | 186.9, | 177.8, | -63.8, | -33.0, |
| 31 | 12.0, | 185.8, | 162.3, | -51.0, | -27.6, | 32 | 12.0, | 179.0, | 141.9, | -36.5, | -21.4, |
| 33 | 12.0, | 166.8, | 117.1, | -21.0, | -14.5, | 34 | 12.0, | 170.7, | 112.5, | -13.4, | -8.2, |
| 35 | 12.0, | 183.5, | 136.8, | -24.9, | -1.2, | 36 | 12.0, | 190.8, | 156.9, | -35.7, | 5.8, |

SOURCE ID: IM1GI022

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -42.6, | 8.6, | 2 | 12.0, | 187.9, | 182.3, | -50.3, | 15.6, |
| 3 | 12.0, | 177.8, | 186.9, | -56.4, | 22.2, | 4 | 12.0, | 162.3, | 185.8, | -60.8, | 28.0, |
| 5 | 12.0, | 141.9, | 179.0, | -63.4, | 33.0, | 6 | 12.0, | 117.1, | 166.8, | -64.0, | 37.1, |
| 7 | 12.0, | 112.5, | 170.7, | -72.2, | 43.2, | 8 | 12.0, | 136.8, | 183.5, | -85.8, | 44.7, |
| 9 | 12.0, | 156.9, | 190.8, | -96.7, | 44.8, | 10 | 12.0, | 172.2, | 192.3, | -104.7, | 43.5, |
| 11 | 12.0, | 182.3, | 187.9, | -109.5, | 40.8, | 12 | 12.0, | 186.9, | 177.8, | -111.0, | 37.0, |
| 13 | 12.0, | 185.8, | 162.3, | -109.2, | 32.0, | 14 | 12.0, | 179.0, | 141.9, | -104.0, | 26.1, |
| 15 | 12.0, | 166.8, | 117.1, | -95.6, | 19.3, | 16 | 12.0, | 170.7, | 112.5, | -99.5, | 13.2, |
| 17 | 12.0, | 183.5, | 136.8, | -113.1, | 6.0, | 18 | 12.0, | 190.8, | 156.9, | -123.2, | -1.3, |
| 19 | 12.0, | 192.3, | 172.2, | -129.6, | -8.6, | 20 | 12.0, | 187.9, | 182.3, | -132.0, | -15.6, |
| 21 | 12.0, | 177.8, | 186.9, | -130.4, | -22.2, | 22 | 12.0, | 162.3, | 185.8, | -124.9, | -28.0, |
| 23 | 12.0, | 141.9, | 179.0, | -115.6, | -33.0, | 24 | 12.0, | 117.1, | 166.8, | -102.7, | -37.1, |
| 25 | 12.0, | 112.5, | 170.7, | -98.5, | -43.2, | 26 | 12.0, | 136.8, | 183.5, | -97.8, | -44.7, |
| 27 | 12.0, | 156.9, | 190.8, | -94.1, | -44.8, | 28 | 12.0, | 172.2, | 192.3, | -87.5, | -43.5, |
| 29 | 12.0, | 182.3, | 187.9, | -78.3, | -40.8, | 30 | 12.0, | 186.9, | 177.8, | -66.7, | -37.0, |
| 31 | 12.0, | 185.8, | 162.3, | -53.1, | -32.0, | 32 | 12.0, | 179.0, | 141.9, | -37.9, | -26.1, |
| 33 | 12.0, | 166.8, | 117.1, | -21.5, | -19.3, | 34 | 12.0, | 170.7, | 112.5, | -13.0, | -13.2, |
| 35 | 12.0, | 183.5, | 136.8, | -23.7, | -6.0, | 36 | 12.0, | 190.8, | 156.9, | -33.7, | 1.3, |

SOURCE ID: IM1GI023

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -39.0, | 3.4, | 2 | 12.0, | 187.9, | 182.3, | -45.8, | 11.2, |
| 3 | 12.0, | 177.8, | 186.9, | -51.2, | 18.6, | 4 | 12.0, | 162.3, | 185.8, | -55.1, | 25.4, |
| 5 | 12.0, | 141.9, | 179.0, | -57.3, | 31.4, | 6 | 12.0, | 117.1, | 166.8, | -57.8, | 36.5, |
| 7 | 12.0, | 112.5, | 170.7, | -65.9, | 43.8, | 8 | 12.0, | 136.8, | 183.5, | -79.7, | 46.3, |
| 9 | 12.0, | 156.9, | 190.8, | -91.0, | 47.4, | 10 | 12.0, | 172.2, | 192.3, | -99.6, | 47.1, |
| 11 | 12.0, | 182.3, | 187.9, | -105.1, | 45.3, | 12 | 12.0, | 186.9, | 177.8, | -107.5, | 42.2, |
| 13 | 12.0, | 185.8, | 162.3, | -106.5, | 37.8, | 14 | 12.0, | 179.0, | 141.9, | -102.4, | 32.2, |
| 15 | 12.0, | 166.8, | 117.1, | -95.1, | 25.6, | 16 | 12.0, | 170.7, | 112.5, | -100.1, | 19.4, |
| 17 | 12.0, | 183.5, | 136.8, | -114.8, | 12.1, | 18 | 12.0, | 190.8, | 156.9, | -125.9, | 4.4, |
| 19 | 12.0, | 192.3, | 172.2, | -133.2, | -3.4, | 20 | 12.0, | 187.9, | 182.3, | -136.5, | -11.2, |
| 21 | 12.0, | 177.8, | 186.9, | -135.6, | -18.6, | 22 | 12.0, | 162.3, | 185.8, | -130.6, | -25.4, |
| 23 | 12.0, | 141.9, | 179.0, | -121.7, | -31.4, | 24 | 12.0, | 117.1, | 166.8, | -109.0, | -36.5, |
| 25 | 12.0, | 112.5, | 170.7, | -104.8, | -43.8, | 26 | 12.0, | 136.8, | 183.5, | -103.9, | -46.3, |
| 27 | 12.0, | 156.9, | 190.8, | -99.8, | -47.4, | 28 | 12.0, | 172.2, | 192.3, | -92.7, | -47.1, |
| 29 | 12.0, | 182.3, | 187.9, | -82.8, | -45.3, | 30 | 12.0, | 186.9, | 177.8, | -70.3, | -42.2, |
| 31 | 12.0, | 185.8, | 162.3, | -55.8, | -37.8, | 32 | 12.0, | 179.0, | 141.9, | -39.5, | -32.2, |
| 33 | 12.0, | 166.8, | 117.1, | -22.0, | -25.6, | 34 | 12.0, | 170.7, | 112.5, | -12.4, | -19.4, |
| 35 | 12.0, | 183.5, | 136.8, | -22.1, | -12.1, | 36 | 12.0, | 190.8, | 156.9, | -31.0, | -4.4, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI024

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -35.6, | -1.4, | 2 | 12.0, | 187.9, | 182.3, | -41.6, | 7.0, |
| 3 | 12.0, | 177.8, | 186.9, | -46.4, | 15.1, | 4 | 12.0, | 162.3, | 185.8, | -49.7, | 22.9, |
| 5 | 12.0, | 141.9, | 179.0, | -51.6, | 29.9, | 6 | 12.0, | 117.1, | 166.8, | -51.8, | 36.0, |
| 7 | 12.0, | 112.5, | 170.7, | -60.0, | 44.3, | 8 | 12.0, | 136.8, | 183.5, | -73.9, | 47.9, |
| 9 | 12.0, | 156.9, | 190.8, | -85.6, | 49.9, | 10 | 12.0, | 172.2, | 192.3, | -94.7, | 50.5, |
| 11 | 12.0, | 182.3, | 187.9, | -100.9, | 49.5, | 12 | 12.0, | 186.9, | 177.8, | -104.0, | 47.1, |
| 13 | 12.0, | 185.8, | 162.3, | -104.0, | 43.1, | 14 | 12.0, | 179.0, | 141.9, | -100.8, | 37.9, |
| 15 | 12.0, | 166.8, | 117.1, | -94.6, | 31.6, | 16 | 12.0, | 170.7, | 112.5, | -100.6, | 25.4, |
| 17 | 12.0, | 183.5, | 136.8, | -116.3, | 17.9, | 18 | 12.0, | 190.8, | 156.9, | -128.4, | 9.8, |
| 19 | 12.0, | 192.3, | 172.2, | -136.6, | 1.4, | 20 | 12.0, | 187.9, | 182.3, | -140.7, | -7.0, |
| 21 | 12.0, | 177.8, | 186.9, | -140.5, | -15.1, | 22 | 12.0, | 162.3, | 185.8, | -136.0, | -22.9, |
| 23 | 12.0, | 141.9, | 179.0, | -127.4, | -29.9, | 24 | 12.0, | 117.1, | 166.8, | -115.0, | -36.0, |
| 25 | 12.0, | 112.5, | 170.7, | -110.7, | -44.3, | 26 | 12.0, | 136.8, | 183.5, | -109.6, | -47.9, |
| 27 | 12.0, | 156.9, | 190.8, | -105.2, | -49.9, | 28 | 12.0, | 172.2, | 192.3, | -97.6, | -50.5, |
| 29 | 12.0, | 182.3, | 187.9, | -87.0, | -49.5, | 30 | 12.0, | 186.9, | 177.8, | -73.8, | -47.1, |
| 31 | 12.0, | 185.8, | 162.3, | -58.3, | -43.1, | 32 | 12.0, | 179.0, | 141.9, | -41.0, | -37.9, |
| 33 | 12.0, | 166.8, | 117.1, | -22.6, | -31.6, | 34 | 12.0, | 170.7, | 112.5, | -11.9, | -25.4, |
| 35 | 12.0, | 183.5, | 136.8, | -20.5, | -17.9, | 36 | 12.0, | 190.8, | 156.9, | -28.5, | -9.8, |

SOURCE ID: IM1GI025

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 192.3, | 172.2, | -32.5, | -5.8, | 2 | 12.0, | 187.9, | 182.3, | -37.8, | 3.2, |
| 3 | 12.0, | 177.8, | 186.9, | -42.0, | 12.1, | 4 | 12.0, | 162.3, | 185.8, | -44.9, | 20.7, |
| 5 | 12.0, | 141.9, | 179.0, | -46.4, | 28.6, | 6 | 12.0, | 117.1, | 166.8, | -46.5, | 35.6, |
| 7 | 12.0, | 112.5, | 170.7, | -54.7, | 44.9, | 8 | 12.0, | 136.8, | 183.5, | -68.8, | 49.3, |
| 9 | 12.0, | 156.9, | 190.8, | -80.8, | 52.2, | 10 | 12.0, | 172.2, | 192.3, | -90.4, | 53.6, |
| 11 | 12.0, | 182.3, | 187.9, | -97.2, | 53.3, | 12 | 12.0, | 186.9, | 177.8, | -101.0, | 51.4, |
| 13 | 12.0, | 185.8, | 162.3, | -101.8, | 48.0, | 14 | 12.0, | 179.0, | 141.9, | -99.5, | 43.1, |
| 15 | 12.0, | 166.8, | 117.1, | -94.2, | 36.9, | 16 | 12.0, | 170.7, | 112.5, | -101.1, | 30.7, |
| 17 | 12.0, | 183.5, | 136.8, | -117.7, | 23.0, | 18 | 12.0, | 190.8, | 156.9, | -130.7, | 14.6, |
| 19 | 12.0, | 192.3, | 172.2, | -139.7, | 5.8, | 20 | 12.0, | 187.9, | 182.3, | -144.5, | -3.2, |
| 21 | 12.0, | 177.8, | 186.9, | -144.9, | -12.1, | 22 | 12.0, | 162.3, | 185.8, | -140.9, | -20.7, |
| 23 | 12.0, | 141.9, | 179.0, | -132.6, | -28.6, | 24 | 12.0, | 117.1, | 166.8, | -120.3, | -35.6, |
| 25 | 12.0, | 112.5, | 170.7, | -116.0, | -44.9, | 26 | 12.0, | 136.8, | 183.5, | -114.8, | -49.3, |
| 27 | 12.0, | 156.9, | 190.8, | -110.0, | -52.2, | 28 | 12.0, | 172.2, | 192.3, | -101.9, | -53.6, |
| 29 | 12.0, | 182.3, | 187.9, | -90.7, | -53.3, | 30 | 12.0, | 186.9, | 177.8, | -76.8, | -51.4, |
| 31 | 12.0, | 185.8, | 162.3, | -60.5, | -48.0, | 32 | 12.0, | 179.0, | 141.9, | -42.4, | -43.1, |
| 33 | 12.0, | 166.8, | 117.1, | -23.0, | -36.9, | 34 | 12.0, | 170.7, | 112.5, | -11.4, | -30.7, |
| 35 | 12.0, | 183.5, | 136.8, | -19.1, | -23.0, | 36 | 12.0, | 190.8, | 156.9, | -26.2, | -14.6, |

SOURCE ID: IM1GI02K

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -78.8, | 72.5, | 2 | 12.0, | 238.9, | 222.0, | -97.5, | 74.8, |
| 3 | 12.0, | 221.8, | 229.1, | -113.2, | 74.8, | 4 | 12.0, | 197.8, | 234.1, | -130.2, | 72.5, |
| 5 | 12.0, | 167.9, | 234.5, | -145.8, | 68.1, | 6 | 12.0, | 132.9, | 227.7, | -157.0, | 61.5, |
| 7 | 12.0, | 131.0, | 233.2, | -169.6, | 54.5, | 8 | 12.0, | 161.9, | 245.9, | -184.4, | 46.0, |
| 9 | 12.0, | 187.8, | 251.2, | -193.6, | 36.2, | 10 | 12.0, | 208.0, | 248.8, | -196.9, | 25.2, |
| 11 | 12.0, | 222.0, | 238.9, | -194.2, | 13.5, | 12 | 12.0, | 229.1, | 221.8, | -185.7, | 1.4, |
| 13 | 12.0, | 234.1, | 197.8, | -171.5, | -13.2, | 14 | 12.0, | 234.5, | 167.9, | -152.0, | -28.6, |
| 15 | 12.0, | 227.7, | 132.9, | -128.0, | -43.1, | 16 | 12.0, | 233.2, | 131.0, | -120.0, | -53.0, |
| 17 | 12.0, | 245.9, | 161.9, | -127.0, | -61.4, | 18 | 12.0, | 251.2, | 187.8, | -130.1, | -68.0, |
| 19 | 12.0, | 248.8, | 208.0, | -129.3, | -72.5, | 20 | 12.0, | 238.9, | 222.0, | -124.5, | -74.8, |
| 21 | 12.0, | 221.8, | 229.1, | -116.0, | -74.8, | 22 | 12.0, | 197.8, | 234.1, | -103.9, | -72.5, |
| 23 | 12.0, | 167.9, | 234.5, | -88.7, | -68.1, | 24 | 12.0, | 132.9, | 227.7, | -70.8, | -61.5, |
| 25 | 12.0, | 131.0, | 233.2, | -63.6, | -54.5, | 26 | 12.0, | 161.9, | 245.9, | -61.5, | -46.0, |
| 27 | 12.0, | 187.8, | 251.2, | -57.6, | -36.2, | 28 | 12.0, | 208.0, | 248.8, | -51.9, | -25.2, |
| 29 | 12.0, | 222.0, | 238.9, | -44.7, | -13.5, | 30 | 12.0, | 229.1, | 221.8, | -36.1, | -1.4, |
| 31 | 12.0, | 234.1, | 197.8, | -26.4, | 13.2, | 32 | 12.0, | 234.5, | 167.9, | -15.9, | 28.6, |
| 33 | 12.0, | 227.7, | 132.9, | -4.9, | 43.1, | 34 | 12.0, | 233.2, | 131.0, | -11.0, | 53.0, |
| 35 | 12.0, | 245.9, | 161.9, | -34.9, | 61.4, | 36 | 12.0, | 251.2, | 187.8, | -57.7, | 68.0, |

SOURCE ID: IM1GI02L

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -74.8, | 67.8, | 2 | 12.0, | 238.9, | 222.0, | -92.7, | 70.9, |
| 3 | 12.0, | 221.8, | 229.1, | -107.8, | 71.8, | 4 | 12.0, | 197.8, | 234.1, | -124.4, | 70.5, |
| 5 | 12.0, | 167.9, | 234.5, | -139.7, | 67.0, | 6 | 12.0, | 132.9, | 227.7, | -150.8, | 61.6, |
| 7 | 12.0, | 131.0, | 233.2, | -163.6, | 55.6, | 8 | 12.0, | 161.9, | 245.9, | -178.7, | 48.2, |
| 9 | 12.0, | 187.8, | 251.2, | -188.3, | 39.3, | 10 | 12.0, | 208.0, | 248.8, | -192.2, | 29.2, |
| 11 | 12.0, | 222.0, | 238.9, | -190.3, | 18.3, | 12 | 12.0, | 229.1, | 221.8, | -182.6, | 6.7, |
| 13 | 12.0, | 234.1, | 197.8, | -169.4, | -7.4, | 14 | 12.0, | 234.5, | 167.9, | -151.0, | -22.5, |
| 15 | 12.0, | 227.7, | 132.9, | -128.0, | -36.9, | 16 | 12.0, | 233.2, | 131.0, | -121.1, | -47.0, |
| 17 | 12.0, | 245.9, | 161.9, | -129.1, | -55.7, | 18 | 12.0, | 251.2, | 187.8, | -133.2, | -62.7, |
| 19 | 12.0, | 248.8, | 208.0, | -133.2, | -67.8, | 20 | 12.0, | 238.9, | 222.0, | -129.2, | -70.9, |
| 21 | 12.0, | 221.8, | 229.1, | -121.3, | -71.8, | 22 | 12.0, | 197.8, | 234.1, | -109.7, | -70.5, |
| 23 | 12.0, | 167.9, | 234.5, | -94.7, | -67.0, | 24 | 12.0, | 132.9, | 227.7, | -76.9, | -61.6, |
| 25 | 12.0, | 131.0, | 233.2, | -69.6, | -55.6, | 26 | 12.0, | 161.9, | 245.9, | -67.3, | -48.2, |
| 27 | 12.0, | 187.8, | 251.2, | -62.9, | -39.3, | 28 | 12.0, | 208.0, | 248.8, | -56.6, | -29.2, |
| 29 | 12.0, | 222.0, | 238.9, | -48.6, | -18.3, | 30 | 12.0, | 229.1, | 221.8, | -39.1, | -6.7, |
| 31 | 12.0, | 234.1, | 197.8, | -28.4, | 7.4, | 32 | 12.0, | 234.5, | 167.9, | -16.9, | 22.5, |
| 33 | 12.0, | 227.7, | 132.9, | -4.9, | 36.9, | 34 | 12.0, | 233.2, | 131.0, | -9.9, | 47.0, |
| 35 | 12.0, | 245.9, | 161.9, | -32.7, | 55.7, | 36 | 12.0, | 251.2, | 187.8, | -54.6, | 62.7, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI02M

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -71.2, | 62.1, | 2 | 12.0, | 238.9, | 222.0, | -88.2, | 65.9, |
| 3 | 12.0, | 221.8, | 229.1, | -102.5, | 67.7, | 4 | 12.0, | 197.8, | 234.1, | -118.4, | 67.4, |
| 5 | 12.0, | 167.9, | 234.5, | -133.3, | 65.0, | 6 | 12.0, | 132.9, | 227.7, | -144.1, | 60.7, |
| 7 | 12.0, | 131.0, | 233.2, | -156.9, | 55.9, | 8 | 12.0, | 161.9, | 245.9, | -172.1, | 49.7, |
| 9 | 12.0, | 187.8, | 251.2, | -182.1, | 41.9, | 10 | 12.0, | 208.0, | 248.8, | -186.6, | 32.9, |
| 11 | 12.0, | 222.0, | 238.9, | -185.4, | 22.8, | 12 | 12.0, | 229.1, | 221.8, | -178.6, | 12.1, |
| 13 | 12.0, | 234.1, | 197.8, | -166.3, | -1.4, | 14 | 12.0, | 234.5, | 167.9, | -149.0, | -16.1, |
| 15 | 12.0, | 227.7, | 132.9, | -127.2, | -30.3, | 16 | 12.0, | 233.2, | 131.0, | -121.4, | -40.3, |
| 17 | 12.0, | 245.9, | 161.9, | -130.6, | -49.1, | 18 | 12.0, | 251.2, | 187.8, | -135.8, | -56.5, |
| 19 | 12.0, | 248.8, | 208.0, | -136.9, | -62.1, | 20 | 12.0, | 238.9, | 222.0, | -133.8, | -65.9, |
| 21 | 12.0, | 221.8, | 229.1, | -126.7, | -67.7, | 22 | 12.0, | 197.8, | 234.1, | -115.7, | -67.4, |
| 23 | 12.0, | 167.9, | 234.5, | -101.2, | -65.0, | 24 | 12.0, | 132.9, | 227.7, | -83.6, | -60.7, |
| 25 | 12.0, | 131.0, | 233.2, | -76.3, | -55.9, | 26 | 12.0, | 161.9, | 245.9, | -73.8, | -49.7, |
| 27 | 12.0, | 187.8, | 251.2, | -69.1, | -41.9, | 28 | 12.0, | 208.0, | 248.8, | -62.3, | -32.9, |
| 29 | 12.0, | 222.0, | 238.9, | -53.5, | -22.8, | 30 | 12.0, | 229.1, | 221.8, | -43.2, | -12.1, |
| 31 | 12.0, | 234.1, | 197.8, | -31.5, | 1.4, | 32 | 12.0, | 234.5, | 167.9, | -18.9, | 16.1, |
| 33 | 12.0, | 227.7, | 132.9, | -5.7, | 30.3, | 34 | 12.0, | 233.2, | 131.0, | -9.6, | 40.3, |
| 35 | 12.0, | 245.9, | 161.9, | -31.3, | 49.1, | 36 | 12.0, | 251.2, | 187.8, | -52.0, | 56.5, |

SOURCE ID: IM1GI02N

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -67.6, | 56.8, | 2 | 12.0, | 238.9, | 222.0, | -83.7, | 61.3, |
| 3 | 12.0, | 221.8, | 229.1, | -97.3, | 63.9, | 4 | 12.0, | 197.8, | 234.1, | -112.7, | 64.5, |
| 5 | 12.0, | 167.9, | 234.5, | -127.1, | 63.2, | 6 | 12.0, | 132.9, | 227.7, | -137.7, | 60.0, |
| 7 | 12.0, | 131.0, | 233.2, | -150.4, | 56.3, | 8 | 12.0, | 161.9, | 245.9, | -165.8, | 51.2, |
| 9 | 12.0, | 187.8, | 251.2, | -176.2, | 44.5, | 10 | 12.0, | 208.0, | 248.8, | -181.2, | 36.4, |
| 11 | 12.0, | 222.0, | 238.9, | -180.7, | 27.3, | 12 | 12.0, | 229.1, | 221.8, | -174.7, | 17.3, |
| 13 | 12.0, | 234.1, | 197.8, | -163.5, | 4.4, | 14 | 12.0, | 234.5, | 167.9, | -147.2, | -9.9, |
| 15 | 12.0, | 227.7, | 132.9, | -126.5, | -23.9, | 16 | 12.0, | 233.2, | 131.0, | -121.8, | -33.8, |
| 17 | 12.0, | 245.9, | 161.9, | -132.1, | -42.9, | 18 | 12.0, | 251.2, | 187.8, | -138.4, | -50.6, |
| 19 | 12.0, | 248.8, | 208.0, | -140.5, | -56.8, | 20 | 12.0, | 238.9, | 222.0, | -138.3, | -61.3, |
| 21 | 12.0, | 221.8, | 229.1, | -131.9, | -63.9, | 22 | 12.0, | 197.8, | 234.1, | -121.5, | -64.5, |
| 23 | 12.0, | 167.9, | 234.5, | -107.3, | -63.2, | 24 | 12.0, | 132.9, | 227.7, | -90.0, | -60.0, |
| 25 | 12.0, | 131.0, | 233.2, | -82.8, | -56.3, | 26 | 12.0, | 161.9, | 245.9, | -80.1, | -51.2, |
| 27 | 12.0, | 187.8, | 251.2, | -75.0, | -44.5, | 28 | 12.0, | 208.0, | 248.8, | -67.6, | -36.4, |
| 29 | 12.0, | 222.0, | 238.9, | -58.2, | -27.3, | 30 | 12.0, | 229.1, | 221.8, | -47.0, | -17.3, |
| 31 | 12.0, | 234.1, | 197.8, | -34.4, | -4.4, | 32 | 12.0, | 234.5, | 167.9, | -20.7, | 9.9, |
| 33 | 12.0, | 227.7, | 132.9, | -6.4, | 23.9, | 34 | 12.0, | 233.2, | 131.0, | -9.1, | 33.8, |
| 35 | 12.0, | 245.9, | 161.9, | -29.7, | 42.9, | 36 | 12.0, | 251.2, | 187.8, | -49.4, | 50.6, |

SOURCE ID: IM1GI02O

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -64.1, | 52.1, | 2 | 12.0, | 238.9, | 222.0, | -79.5, | 57.3, |
| 3 | 12.0, | 221.8, | 229.1, | -92.4, | 60.7, | 4 | 12.0, | 197.8, | 234.1, | -107.3, | 62.2, |
| 5 | 12.0, | 167.9, | 234.5, | -121.5, | 61.9, | 6 | 12.0, | 132.9, | 227.7, | -131.9, | 59.7, |
| 7 | 12.0, | 131.0, | 233.2, | -144.7, | 57.0, | 8 | 12.0, | 161.9, | 245.9, | -160.3, | 52.9, |
| 9 | 12.0, | 187.8, | 251.2, | -171.0, | 47.1, | 10 | 12.0, | 208.0, | 248.8, | -176.6, | 39.9, |
| 11 | 12.0, | 222.0, | 238.9, | -176.7, | 31.5, | 12 | 12.0, | 229.1, | 221.8, | -171.5, | 22.1, |
| 13 | 12.0, | 234.1, | 197.8, | -161.1, | 9.7, | 14 | 12.0, | 234.5, | 167.9, | -145.8, | -4.2, |
| 15 | 12.0, | 227.7, | 132.9, | -126.1, | -18.1, | 16 | 12.0, | 233.2, | 131.0, | -122.5, | -28.1, |
| 17 | 12.0, | 245.9, | 161.9, | -133.8, | -37.3, | 18 | 12.0, | 251.2, | 187.8, | -141.0, | -45.4, |
| 19 | 12.0, | 248.8, | 208.0, | -143.9, | -52.1, | 20 | 12.0, | 238.9, | 222.0, | -142.5, | -57.3, |
| 21 | 12.0, | 221.8, | 229.1, | -136.7, | -60.7, | 22 | 12.0, | 197.8, | 234.1, | -126.8, | -62.2, |
| 23 | 12.0, | 167.9, | 234.5, | -113.0, | -61.9, | 24 | 12.0, | 132.9, | 227.7, | -95.8, | -59.7, |
| 25 | 12.0, | 131.0, | 233.2, | -88.5, | -57.0, | 26 | 12.0, | 161.9, | 245.9, | -85.7, | -52.9, |
| 27 | 12.0, | 187.8, | 251.2, | -80.2, | -47.1, | 28 | 12.0, | 208.0, | 248.8, | -72.3, | -39.9, |
| 29 | 12.0, | 222.0, | 238.9, | -62.2, | -31.5, | 30 | 12.0, | 229.1, | 221.8, | -50.2, | -22.1, |
| 31 | 12.0, | 234.1, | 197.8, | -36.7, | -9.7, | 32 | 12.0, | 234.5, | 167.9, | -22.1, | 4.2, |
| 33 | 12.0, | 227.7, | 132.9, | -6.8, | 18.1, | 34 | 12.0, | 233.2, | 131.0, | -8.5, | 28.1, |
| 35 | 12.0, | 245.9, | 161.9, | -28.1, | 37.3, | 36 | 12.0, | 251.2, | 187.8, | -46.8, | 45.4, |

SOURCE ID: IM1GI02P

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -23.2, | -7.0, | 2 | 12.0, | 238.9, | 222.0, | -28.9, | 6.2, |
| 3 | 12.0, | 221.8, | 229.1, | -33.8, | 19.1, | 4 | 12.0, | 197.8, | 234.1, | -42.4, | 31.5, |
| 5 | 12.0, | 167.9, | 234.5, | -52.2, | 42.9, | 6 | 12.0, | 132.9, | 227.7, | -60.4, | 53.0, |
| 7 | 12.0, | 131.0, | 233.2, | -73.0, | 62.9, | 8 | 12.0, | 161.9, | 245.9, | -90.7, | 71.1, |
| 9 | 12.0, | 187.8, | 251.2, | -105.7, | 77.1, | 10 | 12.0, | 208.0, | 248.8, | -117.5, | 80.8, |
| 11 | 12.0, | 222.0, | 238.9, | -125.6, | 82.0, | 12 | 12.0, | 229.1, | 221.8, | -130.0, | 80.8, |
| 13 | 12.0, | 234.1, | 197.8, | -130.4, | 74.7, | 14 | 12.0, | 234.5, | 167.9, | -126.8, | 65.1, |
| 15 | 12.0, | 227.7, | 132.9, | -119.5, | 53.5, | 16 | 12.0, | 233.2, | 131.0, | -128.4, | 43.6, |
| 17 | 12.0, | 245.9, | 161.9, | -152.0, | 32.2, | 18 | 12.0, | 251.2, | 187.8, | -171.0, | 19.9, |
| 19 | 12.0, | 248.8, | 208.0, | -184.8, | 7.0, | 20 | 12.0, | 238.9, | 222.0, | -193.0, | -6.2, |
| 21 | 12.0, | 221.8, | 229.1, | -195.3, | -19.1, | 22 | 12.0, | 197.8, | 234.1, | -191.7, | -31.5, |
| 23 | 12.0, | 167.9, | 234.5, | -182.3, | -42.9, | 24 | 12.0, | 132.9, | 227.7, | -167.3, | -53.0, |
| 25 | 12.0, | 131.0, | 233.2, | -160.2, | -62.9, | 26 | 12.0, | 161.9, | 245.9, | -155.2, | -71.1, |
| 27 | 12.0, | 187.8, | 251.2, | -145.5, | -77.1, | 28 | 12.0, | 208.0, | 248.8, | -131.4, | -80.8, |
| 29 | 12.0, | 222.0, | 238.9, | -113.3, | -82.0, | 30 | 12.0, | 229.1, | 221.8, | -91.8, | -80.8, |
| 31 | 12.0, | 234.1, | 197.8, | -67.4, | -74.7, | 32 | 12.0, | 234.5, | 167.9, | -41.0, | -65.1, |
| 33 | 12.0, | 227.7, | 132.9, | -13.4, | -53.5, | 34 | 12.0, | 233.2, | 131.0, | -2.6, | -43.6, |
| 35 | 12.0, | 245.9, | 161.9, | -9.9, | -32.2, | 36 | 12.0, | 251.2, | 187.8, | -16.8, | -19.9, |

*** MODELOPTs:  RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI02Q

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -19.6, | -11.1, | 2 | 12.0, | 238.9, | 222.0, | -24.6, | 2.7, |
| 3 | 12.0, | 221.8, | 229.1, | -28.9, | 16.5, | 4 | 12.0, | 197.8, | 234.1, | -37.1, | 29.8, |
| 5 | 12.0, | 167.9, | 234.5, | -46.7, | 42.1, | 6 | 12.0, | 132.9, | 227.7, | -54.9, | 53.2, |
| 7 | 12.0, | 131.0, | 233.2, | -67.6, | 64.0, | 8 | 12.0, | 161.9, | 245.9, | -85.6, | 73.1, |
| 9 | 12.0, | 187.8, | 251.2, | -101.0, | 80.0, | 10 | 12.0, | 208.0, | 248.8, | -113.3, | 84.5, |
| 11 | 12.0, | 222.0, | 238.9, | -122.2, | 86.4, | 12 | 12.0, | 229.1, | 221.8, | -127.4, | 85.6, |
| 13 | 12.0, | 234.1, | 197.8, | -128.7, | 79.9, | 14 | 12.0, | 234.5, | 167.9, | -126.0, | 70.5, |
| 15 | 12.0, | 227.7, | 132.9, | -119.6, | 59.0, | 16 | 12.0, | 233.2, | 131.0, | -129.5, | 49.0, |
| 17 | 12.0, | 245.9, | 161.9, | -154.0, | 37.3, | 18 | 12.0, | 251.2, | 187.8, | -173.9, | 24.6, |
| 19 | 12.0, | 248.8, | 208.0, | -188.5, | 11.1, | 20 | 12.0, | 238.9, | 222.0, | -197.3, | -2.7, |
| 21 | 12.0, | 221.8, | 229.1, | -200.2, | -16.5, | 22 | 12.0, | 197.8, | 234.1, | -197.0, | -29.8, |
| 23 | 12.0, | 167.9, | 234.5, | -187.8, | -42.1, | 24 | 12.0, | 132.9, | 227.7, | -172.9, | -53.2, |
| 25 | 12.0, | 131.0, | 233.2, | -165.6, | -64.0, | 26 | 12.0, | 161.9, | 245.9, | -160.3, | -73.1, |
| 27 | 12.0, | 187.8, | 251.2, | -150.2, | -80.0, | 28 | 12.0, | 208.0, | 248.8, | -135.5, | -84.5, |
| 29 | 12.0, | 222.0, | 238.9, | -116.7, | -86.4, | 30 | 12.0, | 229.1, | 221.8, | -94.4, | -85.6, |
| 31 | 12.0, | 234.1, | 197.8, | -69.2, | -79.9, | 32 | 12.0, | 234.5, | 167.9, | -41.8, | -70.5, |
| 33 | 12.0, | 227.7, | 132.9, | -13.3, | -59.0, | 34 | 12.0, | 233.2, | 131.0, | -1.5, | -49.0, |
| 35 | 12.0, | 245.9, | 161.9, | -7.8, | -37.3, | 36 | 12.0, | 251.2, | 187.8, | -13.9, | -24.6, |

SOURCE ID: IM1GI02R

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -66.1, | 43.2, | 2 | 12.0, | 238.9, | 222.0, | -79.9, | 48.2, |
| 3 | 12.0, | 221.8, | 229.1, | -91.3, | 51.6, | 4 | 12.0, | 197.8, | 234.1, | -104.6, | 53.5, |
| 5 | 12.0, | 167.9, | 234.5, | -117.3, | 53.8, | 6 | 12.0, | 132.9, | 227.7, | -126.4, | 52.4, |
| 7 | 12.0, | 131.0, | 233.2, | -138.0, | 50.8, | 8 | 12.0, | 161.9, | 245.9, | -152.6, | 48.0, |
| 9 | 12.0, | 187.8, | 251.2, | -162.6, | 43.6, | 10 | 12.0, | 208.0, | 248.8, | -167.7, | 37.9, |
| 11 | 12.0, | 222.0, | 238.9, | -167.6, | 31.1, | 12 | 12.0, | 229.1, | 221.8, | -162.5, | 23.3, |
| 13 | 12.0, | 234.1, | 197.8, | -152.5, | 12.5, | 14 | 12.0, | 234.5, | 167.9, | -137.8, | -0.1, |
| 15 | 12.0, | 227.7, | 132.9, | -118.9, | -12.6, | 16 | 12.0, | 233.2, | 131.0, | -116.3, | -21.4, |
| 17 | 12.0, | 245.9, | 161.9, | -128.9, | -29.6, | 18 | 12.0, | 251.2, | 187.8, | -137.5, | -37.0, |
| 19 | 12.0, | 248.8, | 208.0, | -141.9, | -43.2, | 20 | 12.0, | 238.9, | 222.0, | -142.1, | -48.2, |
| 21 | 12.0, | 221.8, | 229.1, | -137.9, | -51.6, | 22 | 12.0, | 197.8, | 234.1, | -129.5, | -53.5, |
| 23 | 12.0, | 167.9, | 234.5, | -117.2, | -53.8, | 24 | 12.0, | 132.9, | 227.7, | -101.3, | -52.4, |
| 25 | 12.0, | 131.0, | 233.2, | -95.2, | -50.8, | 26 | 12.0, | 161.9, | 245.9, | -93.3, | -48.0, |
| 27 | 12.0, | 187.8, | 251.2, | -88.6, | -43.6, | 28 | 12.0, | 208.0, | 248.8, | -81.2, | -37.9, |
| 29 | 12.0, | 222.0, | 238.9, | -71.3, | -31.1, | 30 | 12.0, | 229.1, | 221.8, | -59.2, | -23.3, |
| 31 | 12.0, | 234.1, | 197.8, | -45.4, | -12.5, | 32 | 12.0, | 234.5, | 167.9, | -30.1, | 0.1, |
| 33 | 12.0, | 227.7, | 132.9, | -14.0, | 12.6, | 34 | 12.0, | 233.2, | 131.0, | -14.6, | 21.4, |
| 35 | 12.0, | 245.9, | 161.9, | -33.0, | 29.6, | 36 | 12.0, | 251.2, | 187.8, | -50.3, | 37.0, |

SOURCE ID: IM1GI02S

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -62.5, | 37.9, | 2 | 12.0, | 238.9, | 222.0, | -75.4, | 43.5, |
| 3 | 12.0, | 221.8, | 229.1, | -86.1, | 47.8, | 4 | 12.0, | 197.8, | 234.1, | -98.8, | 50.7, |
| 5 | 12.0, | 167.9, | 234.5, | -111.1, | 52.0, | 6 | 12.0, | 132.9, | 227.7, | -120.0, | 51.8, |
| 7 | 12.0, | 131.0, | 233.2, | -131.5, | 51.3, | 8 | 12.0, | 161.9, | 245.9, | -146.3, | 49.5, |
| 9 | 12.0, | 187.8, | 251.2, | -156.7, | 46.2, | 10 | 12.0, | 208.0, | 248.8, | -162.3, | 41.5, |
| 11 | 12.0, | 222.0, | 238.9, | -163.0, | 35.5, | 12 | 12.0, | 229.1, | 221.8, | -158.7, | 28.5, |
| 13 | 12.0, | 234.1, | 197.8, | -149.6, | 18.2, | 14 | 12.0, | 234.5, | 167.9, | -136.0, | 6.1, |
| 15 | 12.0, | 227.7, | 132.9, | -118.2, | -6.1, | 16 | 12.0, | 233.2, | 131.0, | -116.8, | -14.9, |
| 17 | 12.0, | 245.9, | 161.9, | -130.4, | -23.4, | 18 | 12.0, | 251.2, | 187.8, | -140.1, | -31.1, |
| 19 | 12.0, | 248.8, | 208.0, | -145.5, | -37.9, | 20 | 12.0, | 238.9, | 222.0, | -146.5, | -43.5, |
| 21 | 12.0, | 221.8, | 229.1, | -143.1, | -47.8, | 22 | 12.0, | 197.8, | 234.1, | -135.3, | -50.7, |
| 23 | 12.0, | 167.9, | 234.5, | -123.4, | -52.0, | 24 | 12.0, | 132.9, | 227.7, | -107.7, | -51.8, |
| 25 | 12.0, | 131.0, | 233.2, | -101.7, | -51.3, | 26 | 12.0, | 161.9, | 245.9, | -99.6, | -49.5, |
| 27 | 12.0, | 187.8, | 251.2, | -94.5, | -46.2, | 28 | 12.0, | 208.0, | 248.8, | -86.5, | -41.5, |
| 29 | 12.0, | 222.0, | 238.9, | -75.9, | -35.5, | 30 | 12.0, | 229.1, | 221.8, | -63.0, | -28.5, |
| 31 | 12.0, | 234.1, | 197.8, | -48.2, | -18.2, | 32 | 12.0, | 234.5, | 167.9, | -31.9, | -6.1, |
| 33 | 12.0, | 227.7, | 132.9, | -14.7, | 6.1, | 34 | 12.0, | 233.2, | 131.0, | -14.2, | 14.9, |
| 35 | 12.0, | 245.9, | 161.9, | -31.4, | 23.4, | 36 | 12.0, | 251.2, | 187.8, | -47.7, | 31.1, |

SOURCE ID: IM1GI02T

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -58.7, | 32.3, | 2 | 12.0, | 238.9, | 222.0, | -70.7, | 38.6, |
| 3 | 12.0, | 221.8, | 229.1, | -80.5, | 43.9, | 4 | 12.0, | 197.8, | 234.1, | -92.7, | 47.7, |
| 5 | 12.0, | 167.9, | 234.5, | -104.5, | 50.2, | 6 | 12.0, | 132.9, | 227.7, | -113.2, | 51.1, |
| 7 | 12.0, | 131.0, | 233.2, | -124.7, | 51.8, | 8 | 12.0, | 161.9, | 245.9, | -139.7, | 51.2, |
| 9 | 12.0, | 187.8, | 251.2, | -150.5, | 49.0, | 10 | 12.0, | 208.0, | 248.8, | -156.7, | 45.3, |
| 11 | 12.0, | 222.0, | 238.9, | -158.1, | 40.3, | 12 | 12.0, | 229.1, | 221.8, | -154.7, | 34.0, |
| 13 | 12.0, | 234.1, | 197.8, | -146.7, | 24.4, | 14 | 12.0, | 234.5, | 167.9, | -134.1, | 12.7, |
| 15 | 12.0, | 227.7, | 132.9, | -117.5, | 0.6, | 16 | 12.0, | 233.2, | 131.0, | -117.3, | -8.1, |
| 17 | 12.0, | 245.9, | 161.9, | -132.1, | -16.8, | 18 | 12.0, | 251.2, | 187.8, | -142.9, | -24.9, |
| 19 | 12.0, | 248.8, | 208.0, | -149.4, | -32.3, | 20 | 12.0, | 238.9, | 222.0, | -151.3, | -38.6, |
| 21 | 12.0, | 221.8, | 229.1, | -148.6, | -43.9, | 22 | 12.0, | 197.8, | 234.1, | -141.4, | -47.7, |
| 23 | 12.0, | 167.9, | 234.5, | -129.9, | -50.2, | 24 | 12.0, | 132.9, | 227.7, | -114.5, | -51.1, |
| 25 | 12.0, | 131.0, | 233.2, | -108.4, | -51.8, | 26 | 12.0, | 161.9, | 245.9, | -106.2, | -51.2, |
| 27 | 12.0, | 187.8, | 251.2, | -100.7, | -49.0, | 28 | 12.0, | 208.0, | 248.8, | -92.1, | -45.3, |
| 29 | 12.0, | 222.0, | 238.9, | -80.8, | -40.3, | 30 | 12.0, | 229.1, | 221.8, | -67.0, | -34.0, |
| 31 | 12.0, | 234.1, | 197.8, | -51.2, | -24.4, | 32 | 12.0, | 234.5, | 167.9, | -33.8, | -12.7, |
| 33 | 12.0, | 227.7, | 132.9, | -15.4, | -0.6, | 34 | 12.0, | 233.2, | 131.0, | -13.7, | 8.1, |
| 35 | 12.0, | 245.9, | 161.9, | -29.8, | 16.8, | 36 | 12.0, | 251.2, | 187.8, | -44.9, | 24.9, |

*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI02U

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -54.8, | 27.2, | 2 | 12.0, | 238.9, | 222.0, | -66.0, | 34.3, |
| 3 | 12.0, | 221.8, | 229.1, | -75.2, | 40.4, | 4 | 12.0, | 197.8, | 234.1, | -86.8, | 45.2, |
| 5 | 12.0, | 167.9, | 234.5, | -98.3, | 48.7, | 6 | 12.0, | 132.9, | 227.7, | -106.8, | 50.7, |
| 7 | 12.0, | 131.0, | 233.2, | -118.4, | 52.6, | 8 | 12.0, | 161.9, | 245.9, | -133.6, | 53.0, |
| 9 | 12.0, | 187.8, | 251.2, | -144.8, | 51.9, | 10 | 12.0, | 208.0, | 248.8, | -151.6, | 49.2, |
| 11 | 12.0, | 222.0, | 238.9, | -153.8, | 45.0, | 12 | 12.0, | 229.1, | 221.8, | -151.2, | 39.4, |
| 13 | 12.0, | 234.1, | 197.8, | -144.2, | 30.2, | 14 | 12.0, | 234.5, | 167.9, | -132.7, | 18.9, |
| 15 | 12.0, | 227.7, | 132.9, | -117.2, | 7.0, | 16 | 12.0, | 233.2, | 131.0, | -118.1, | -1.8, |
| 17 | 12.0, | 245.9, | 161.9, | -134.0, | -10.7, | 18 | 12.0, | 251.2, | 187.8, | -145.8, | -19.2, |
| 19 | 12.0, | 248.8, | 208.0, | -153.2, | -27.2, | 20 | 12.0, | 238.9, | 222.0, | -156.0, | -34.3, |
| 21 | 12.0, | 221.8, | 229.1, | -154.0, | -40.4, | 22 | 12.0, | 197.8, | 234.1, | -147.3, | -45.2, |
| 23 | 12.0, | 167.9, | 234.5, | -136.2, | -48.7, | 24 | 12.0, | 132.9, | 227.7, | -120.9, | -50.7, |
| 25 | 12.0, | 131.0, | 233.2, | -114.8, | -52.6, | 26 | 12.0, | 161.9, | 245.9, | -112.3, | -53.0, |
| 27 | 12.0, | 187.8, | 251.2, | -106.4, | -51.9, | 28 | 12.0, | 208.0, | 248.8, | -97.3, | -49.2, |
| 29 | 12.0, | 222.0, | 238.9, | -85.2, | -45.0, | 30 | 12.0, | 229.1, | 221.8, | -70.5, | -39.4, |
| 31 | 12.0, | 234.1, | 197.8, | -53.7, | -30.2, | 32 | 12.0, | 234.5, | 167.9, | -35.2, | -18.9, |
| 33 | 12.0, | 227.7, | 132.9, | -15.7, | -7.0, | 34 | 12.0, | 233.2, | 131.0, | -12.9, | 1.8, |
| 35 | 12.0, | 245.9, | 161.9, | -27.9, | 10.7, | 36 | 12.0, | 251.2, | 187.8, | -42.0, | 19.2, |

SOURCE ID: IM1GI02V

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -50.6, | 21.1, | 2 | 12.0, | 238.9, | 222.0, | -60.8, | 29.1, |
| 3 | 12.0, | 221.8, | 229.1, | -69.1, | 36.1, | 4 | 12.0, | 197.8, | 234.1, | -80.1, | 42.1, |
| 5 | 12.0, | 167.9, | 234.5, | -91.2, | 46.8, | 6 | 12.0, | 132.9, | 227.7, | -99.5, | 50.1, |
| 7 | 12.0, | 131.0, | 233.2, | -111.0, | 53.2, | 8 | 12.0, | 161.9, | 245.9, | -126.5, | 54.9, |
| 9 | 12.0, | 187.8, | 251.2, | -138.1, | 55.0, | 10 | 12.0, | 208.0, | 248.8, | -145.5, | 53.4, |
| 11 | 12.0, | 222.0, | 238.9, | -148.5, | 50.2, | 12 | 12.0, | 229.1, | 221.8, | -147.0, | 45.4, |
| 13 | 12.0, | 234.1, | 197.8, | -141.0, | 36.9, | 14 | 12.0, | 234.5, | 167.9, | -130.8, | 26.1, |
| 15 | 12.0, | 227.7, | 132.9, | -116.5, | 14.4, | 16 | 12.0, | 233.2, | 131.0, | -118.7, | 5.6, |
| 17 | 12.0, | 245.9, | 161.9, | -135.9, | -3.5, | 18 | 12.0, | 251.2, | 187.8, | -148.9, | -12.5, |
| 19 | 12.0, | 248.8, | 208.0, | -157.4, | -21.1, | 20 | 12.0, | 238.9, | 222.0, | -161.2, | -29.1, |
| 21 | 12.0, | 221.8, | 229.1, | -160.0, | -36.1, | 22 | 12.0, | 197.8, | 234.1, | -154.0, | -42.1, |
| 23 | 12.0, | 167.9, | 234.5, | -143.3, | -46.8, | 24 | 12.0, | 132.9, | 227.7, | -128.2, | -50.1, |
| 25 | 12.0, | 131.0, | 233.2, | -122.1, | -53.2, | 26 | 12.0, | 161.9, | 245.9, | -119.4, | -54.9, |
| 27 | 12.0, | 187.8, | 251.2, | -113.1, | -55.0, | 28 | 12.0, | 208.0, | 248.8, | -103.3, | -53.4, |
| 29 | 12.0, | 222.0, | 238.9, | -90.4, | -50.2, | 30 | 12.0, | 229.1, | 221.8, | -74.8, | -45.4, |
| 31 | 12.0, | 234.1, | 197.8, | -56.8, | -36.9, | 32 | 12.0, | 234.5, | 167.9, | -37.1, | -26.1, |
| 33 | 12.0, | 227.7, | 132.9, | -16.4, | -14.4, | 34 | 12.0, | 233.2, | 131.0, | -12.3, | -5.6, |
| 35 | 12.0, | 245.9, | 161.9, | -26.0, | 3.5, | 36 | 12.0, | 251.2, | 187.8, | -38.9, | 12.5, |

SOURCE ID: IM1GI02W

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -13.0, | -21.8, | 2 | 12.0, | 238.9, | 222.0, | -16.3, | -6.7, |
| 3 | 12.0, | 221.8, | 229.1, | -19.1, | 8.7, | 4 | 12.0, | 197.8, | 234.1, | -26.1, | 23.7, |
| 5 | 12.0, | 167.9, | 234.5, | -34.8, | 38.1, | 6 | 12.0, | 132.9, | 227.7, | -42.4, | 51.3, |
| 7 | 12.0, | 131.0, | 233.2, | -55.0, | 64.3, | 8 | 12.0, | 161.9, | 245.9, | -73.3, | 75.6, |
| 9 | 12.0, | 187.8, | 251.2, | -89.3, | 84.6, | 10 | 12.0, | 208.0, | 248.8, | -102.6, | 91.0, |
| 11 | 12.0, | 222.0, | 238.9, | -112.8, | 94.7, | 12 | 12.0, | 229.1, | 221.8, | -119.5, | 95.5, |
| 13 | 12.0, | 234.1, | 197.8, | -122.7, | 91.0, | 14 | 12.0, | 234.5, | 167.9, | -122.1, | 82.5, |
| 15 | 12.0, | 227.7, | 132.9, | -117.7, | 71.4, | 16 | 12.0, | 233.2, | 131.0, | -129.8, | 61.5, |
| 17 | 12.0, | 245.9, | 161.9, | -156.5, | 49.7, | 18 | 12.0, | 251.2, | 187.8, | -178.5, | 36.3, |
| 19 | 12.0, | 248.8, | 208.0, | -195.1, | 21.8, | 20 | 12.0, | 238.9, | 222.0, | -205.7, | 6.7, |
| 21 | 12.0, | 221.8, | 229.1, | -210.0, | -8.7, | 22 | 12.0, | 197.8, | 234.1, | -208.0, | -23.7, |
| 23 | 12.0, | 167.9, | 234.5, | -199.7, | -38.1, | 24 | 12.0, | 132.9, | 227.7, | -185.3, | -51.3, |
| 25 | 12.0, | 131.0, | 233.2, | -178.1, | -64.3, | 26 | 12.0, | 161.9, | 245.9, | -172.6, | -75.6, |
| 27 | 12.0, | 187.8, | 251.2, | -161.9, | -84.6, | 28 | 12.0, | 208.0, | 248.8, | -146.2, | -91.0, |
| 29 | 12.0, | 222.0, | 238.9, | -126.1, | -94.7, | 30 | 12.0, | 229.1, | 221.8, | -102.2, | -95.5, |
| 31 | 12.0, | 234.1, | 197.8, | -75.2, | -91.0, | 32 | 12.0, | 234.5, | 167.9, | -45.8, | -82.5, |
| 33 | 12.0, | 227.7, | 132.9, | -15.1, | -71.4, | 34 | 12.0, | 233.2, | 131.0, | -1.2, | -61.5, |
| 35 | 12.0, | 245.9, | 161.9, | -5.3, | -49.7, | 36 | 12.0, | 251.2, | 187.8, | -9.3, | -36.3, |

SOURCE ID: IM1GI02X

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -16.5, | -17.0, | 2 | 12.0, | 238.9, | 222.0, | -20.6, | -2.5, |
| 3 | 12.0, | 221.8, | 229.1, | -24.1, | 12.0, | 4 | 12.0, | 197.8, | 234.1, | -31.5, | 26.2, |
| 5 | 12.0, | 167.9, | 234.5, | -40.6, | 39.6, | 6 | 12.0, | 132.9, | 227.7, | -48.4, | 51.8, |
| 7 | 12.0, | 131.0, | 233.2, | -61.0, | 63.7, | 8 | 12.0, | 161.9, | 245.9, | -79.1, | 74.0, |
| 9 | 12.0, | 187.8, | 251.2, | -94.7, | 82.0, | 10 | 12.0, | 208.0, | 248.8, | -107.5, | 87.5, |
| 11 | 12.0, | 222.0, | 238.9, | -117.0, | 90.4, | 12 | 12.0, | 229.1, | 221.8, | -122.9, | 90.5, |
| 13 | 12.0, | 234.1, | 197.8, | -125.1, | 85.5, | 14 | 12.0, | 234.5, | 167.9, | -123.5, | 76.6, |
| 15 | 12.0, | 227.7, | 132.9, | -118.2, | 65.5, | 16 | 12.0, | 233.2, | 131.0, | -129.2, | 55.6, |
| 17 | 12.0, | 245.9, | 161.9, | -154.9, | 43.9, | 18 | 12.0, | 251.2, | 187.8, | -175.9, | 30.9, |
| 19 | 12.0, | 248.8, | 208.0, | -191.6, | 17.0, | 20 | 12.0, | 238.9, | 222.0, | -201.4, | 2.5, |
| 21 | 12.0, | 221.8, | 229.1, | -205.1, | -12.0, | 22 | 12.0, | 197.8, | 234.1, | -202.6, | -26.2, |
| 23 | 12.0, | 167.9, | 234.5, | -193.9, | -39.6, | 24 | 12.0, | 132.9, | 227.7, | -179.3, | -51.8, |
| 25 | 12.0, | 131.0, | 233.2, | -172.2, | -63.7, | 26 | 12.0, | 161.9, | 245.9, | -166.9, | -74.0, |
| 27 | 12.0, | 187.8, | 251.2, | -156.5, | -82.0, | 28 | 12.0, | 208.0, | 248.8, | -141.4, | -87.5, |
| 29 | 12.0, | 222.0, | 238.9, | -122.0, | -90.4, | 30 | 12.0, | 229.1, | 221.8, | -98.8, | -90.5, |
| 31 | 12.0, | 234.1, | 197.8, | -72.7, | -85.5, | 32 | 12.0, | 234.5, | 167.9, | -44.4, | -76.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 12.0, | 227.7, | 132.9, | -14.7, | -65.5, | 34 | 12.0, | 233.2, | 131.0, | -1.8, | -55.6, |
| 35 | 12.0, | 245.9, | 161.9, | -6.9, | -43.9, | 36 | 12.0, | 251.2, | 187.8, | -11.9, | -30.9, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI02Y

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -26.8, | -2.2, | 2 | 12.0, | 238.9, | 222.0, | -33.3, | 10.2, |
| 3 | 12.0, | 221.8, | 229.1, | -38.8, | 22.4, | 4 | 12.0, | 197.8, | 234.1, | -47.8, | 33.8, |
| 5 | 12.0, | 167.9, | 234.5, | -58.0, | 44.2, | 6 | 12.0, | 132.9, | 227.7, | -66.3, | 53.3, |
| 7 | 12.0, | 131.0, | 233.2, | -78.9, | 62.1, | 8 | 12.0, | 161.9, | 245.9, | -96.4, | 69.3, |
| 9 | 12.0, | 187.8, | 251.2, | -111.0, | 74.4, | 10 | 12.0, | 208.0, | 248.8, | -122.2, | 77.2, |
| 11 | 12.0, | 222.0, | 238.9, | -129.7, | 77.7, | 12 | 12.0, | 229.1, | 221.8, | -133.2, | 75.8, |
| 13 | 12.0, | 234.1, | 197.8, | -132.7, | 69.2, | 14 | 12.0, | 234.5, | 167.9, | -128.2, | 59.3, |
| 15 | 12.0, | 227.7, | 132.9, | -119.8, | 47.5, | 16 | 12.0, | 233.2, | 131.0, | -127.6, | 37.7, |
| 17 | 12.0, | 245.9, | 161.9, | -150.2, | 26.5, | 18 | 12.0, | 251.2, | 187.8, | -168.3, | 14.6, |
| 19 | 12.0, | 248.8, | 208.0, | -181.2, | 2.2, | 20 | 12.0, | 238.9, | 222.0, | -188.7, | -10.2, |
| 21 | 12.0, | 221.8, | 229.1, | -190.4, | -22.4, | 22 | 12.0, | 197.8, | 234.1, | -186.3, | -33.8, |
| 23 | 12.0, | 167.9, | 234.5, | -176.5, | -44.2, | 24 | 12.0, | 132.9, | 227.7, | -161.4, | -53.3, |
| 25 | 12.0, | 131.0, | 233.2, | -154.2, | -62.1, | 26 | 12.0, | 161.9, | 245.9, | -149.5, | -69.3, |
| 27 | 12.0, | 187.8, | 251.2, | -140.2, | -74.4, | 28 | 12.0, | 208.0, | 248.8, | -126.6, | -77.2, |
| 29 | 12.0, | 222.0, | 238.9, | -109.2, | -77.7, | 30 | 12.0, | 229.1, | 221.8, | -88.5, | -75.8, |
| 31 | 12.0, | 234.1, | 197.8, | -65.1, | -69.2, | 32 | 12.0, | 234.5, | 167.9, | -39.7, | -59.3, |
| 33 | 12.0, | 227.7, | 132.9, | -13.1, | -47.5, | 34 | 12.0, | 233.2, | 131.0, | -3.3, | -37.7, |
| 35 | 12.0, | 245.9, | 161.9, | -11.6, | -26.5, | 36 | 12.0, | 251.2, | 187.8, | -19.5, | -14.6, |

SOURCE ID: IM1GI02Z

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -30.2, | 2.8, | 2 | 12.0, | 238.9, | 222.0, | -37.5, | 14.5, |
| 3 | 12.0, | 221.8, | 229.1, | -43.7, | 25.9, | 4 | 12.0, | 197.8, | 234.1, | -53.3, | 36.4, |
| 5 | 12.0, | 167.9, | 234.5, | -63.8, | 45.9, | 6 | 12.0, | 132.9, | 227.7, | -72.3, | 53.9, |
| 7 | 12.0, | 131.0, | 233.2, | -85.0, | 61.7, | 8 | 12.0, | 161.9, | 245.9, | -102.3, | 67.8, |
| 9 | 12.0, | 187.8, | 251.2, | -116.5, | 71.9, | 10 | 12.0, | 208.0, | 248.8, | -127.2, | 73.8, |
| 11 | 12.0, | 222.0, | 238.9, | -134.0, | 73.5, | 12 | 12.0, | 229.1, | 221.8, | -136.7, | 70.9, |
| 13 | 12.0, | 234.1, | 197.8, | -135.3, | 63.8, | 14 | 12.0, | 234.5, | 167.9, | -129.8, | 53.5, |
| 15 | 12.0, | 227.7, | 132.9, | -120.3, | 41.5, | 16 | 12.0, | 233.2, | 131.0, | -127.2, | 31.6, |
| 17 | 12.0, | 245.9, | 161.9, | -148.8, | 20.7, | 18 | 12.0, | 251.2, | 187.8, | -165.8, | 9.1, |
| 19 | 12.0, | 248.8, | 208.0, | -177.8, | -2.8, | 20 | 12.0, | 238.9, | 222.0, | -184.4, | -14.5, |
| 21 | 12.0, | 221.8, | 229.1, | -185.4, | -25.9, | 22 | 12.0, | 197.8, | 234.1, | -180.8, | -36.4, |
| 23 | 12.0, | 167.9, | 234.5, | -170.7, | -45.9, | 24 | 12.0, | 132.9, | 227.7, | -155.4, | -53.9, |
| 25 | 12.0, | 131.0, | 233.2, | -148.2, | -61.7, | 26 | 12.0, | 161.9, | 245.9, | -143.7, | -67.8, |
| 27 | 12.0, | 187.8, | 251.2, | -134.7, | -71.9, | 28 | 12.0, | 208.0, | 248.8, | -121.7, | -73.8, |
| 29 | 12.0, | 222.0, | 238.9, | -104.9, | -73.5, | 30 | 12.0, | 229.1, | 221.8, | -85.0, | -70.9, |
| 31 | 12.0, | 234.1, | 197.8, | -62.5, | -63.8, | 32 | 12.0, | 234.5, | 167.9, | -38.1, | -53.5, |
| 33 | 12.0, | 227.7, | 132.9, | -12.5, | -41.5, | 34 | 12.0, | 233.2, | 131.0, | -3.8, | -31.6, |
| 35 | 12.0, | 245.9, | 161.9, | -13.1, | -20.7, | 36 | 12.0, | 251.2, | 187.8, | -22.0, | -9.1, |

SOURCE ID: IM1GI030

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -33.6, | 7.6, | 2 | 12.0, | 238.9, | 222.0, | -41.7, | 18.8, |
| 3 | 12.0, | 221.8, | 229.1, | -48.6, | 29.3, | 4 | 12.0, | 197.8, | 234.1, | -58.7, | 38.9, |
| 5 | 12.0, | 167.9, | 234.5, | -69.5, | 47.4, | 6 | 12.0, | 132.9, | 227.7, | -78.3, | 54.4, |
| 7 | 12.0, | 131.0, | 233.2, | -90.9, | 61.2, | 8 | 12.0, | 161.9, | 245.9, | -108.0, | 66.3, |
| 9 | 12.0, | 187.8, | 251.2, | -121.9, | 69.4, | 10 | 12.0, | 208.0, | 248.8, | -132.1, | 70.4, |
| 11 | 12.0, | 222.0, | 238.9, | -138.2, | 69.2, | 12 | 12.0, | 229.1, | 221.8, | -140.2, | 66.0, |
| 13 | 12.0, | 234.1, | 197.8, | -137.9, | 58.4, | 14 | 12.0, | 234.5, | 167.9, | -131.4, | 47.7, |
| 15 | 12.0, | 227.7, | 132.9, | -120.9, | 35.6, | 16 | 12.0, | 233.2, | 131.0, | -126.7, | 25.7, |
| 17 | 12.0, | 245.9, | 161.9, | -147.2, | 14.9, | 18 | 12.0, | 251.2, | 187.8, | -163.3, | 3.7, |
| 19 | 12.0, | 248.8, | 208.0, | -174.4, | -7.6, | 20 | 12.0, | 238.9, | 222.0, | -180.2, | -18.8, |
| 21 | 12.0, | 221.8, | 229.1, | -180.6, | -29.3, | 22 | 12.0, | 197.8, | 234.1, | -175.4, | -38.9, |
| 23 | 12.0, | 167.9, | 234.5, | -165.0, | -47.4, | 24 | 12.0, | 132.9, | 227.7, | -149.5, | -54.4, |
| 25 | 12.0, | 131.0, | 233.2, | -142.3, | -61.2, | 26 | 12.0, | 161.9, | 245.9, | -137.9, | -66.3, |
| 27 | 12.0, | 187.8, | 251.2, | -129.3, | -69.4, | 28 | 12.0, | 208.0, | 248.8, | -116.8, | -70.4, |
| 29 | 12.0, | 222.0, | 238.9, | -100.7, | -69.2, | 30 | 12.0, | 229.1, | 221.8, | -81.6, | -66.0, |
| 31 | 12.0, | 234.1, | 197.8, | -60.0, | -58.4, | 32 | 12.0, | 234.5, | 167.9, | -36.5, | -47.7, |
| 33 | 12.0, | 227.7, | 132.9, | -12.0, | -35.6, | 34 | 12.0, | 233.2, | 131.0, | -4.3, | -25.7, |
| 35 | 12.0, | 245.9, | 161.9, | -14.6, | -14.9, | 36 | 12.0, | 251.2, | 187.8, | -24.5, | -3.7, |

SOURCE ID: IM1GI031

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -37.1, | 12.5, | 2 | 12.0, | 238.9, | 222.0, | -46.0, | 22.9, |
| 3 | 12.0, | 221.8, | 229.1, | -53.5, | 32.7, | 4 | 12.0, | 197.8, | 234.1, | -64.1, | 41.4, |
| 5 | 12.0, | 167.9, | 234.5, | -75.3, | 48.9, | 6 | 12.0, | 132.9, | 227.7, | -84.2, | 54.9, |
| 7 | 12.0, | 131.0, | 233.2, | -96.8, | 60.6, | 8 | 12.0, | 161.9, | 245.9, | -113.8, | 64.7, |
| 9 | 12.0, | 187.8, | 251.2, | -127.3, | 66.8, | 10 | 12.0, | 208.0, | 248.8, | -136.9, | 66.9, |
| 11 | 12.0, | 222.0, | 238.9, | -142.4, | 65.0, | 12 | 12.0, | 229.1, | 221.8, | -143.6, | 61.0, |
| 13 | 12.0, | 234.1, | 197.8, | -140.3, | 52.9, | 14 | 12.0, | 234.5, | 167.9, | -132.9, | 41.9, |
| 15 | 12.0, | 227.7, | 132.9, | -121.3, | 29.6, | 16 | 12.0, | 233.2, | 131.0, | -126.1, | 19.7, |
| 17 | 12.0, | 245.9, | 161.9, | -145.6, | 9.2, | 18 | 12.0, | 251.2, | 187.8, | -160.7, | -1.7, |
| 19 | 12.0, | 248.8, | 208.0, | -170.9, | -12.5, | 20 | 12.0, | 238.9, | 222.0, | -175.9, | -22.9, |
| 21 | 12.0, | 221.8, | 229.1, | -175.6, | -32.7, | 22 | 12.0, | 197.8, | 234.1, | -170.0, | -41.4, |
| 23 | 12.0, | 167.9, | 234.5, | -159.1, | -48.9, | 24 | 12.0, | 132.9, | 227.7, | -143.5, | -54.9, |
| 25 | 12.0, | 131.0, | 233.2, | -136.3, | -60.6, | 26 | 12.0, | 161.9, | 245.9, | -132.1, | -64.7, |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | 12.0, | 187.8, | 251.2, | -123.9, | -66.8, | 28 | 12.0, | 208.0, | 248.8, | -111.9, | -66.9, |
| 29 | 12.0, | 222.0, | 238.9, | -96.5, | -65.0, | 30 | 12.0, | 229.1, | 221.8, | -78.2, | -61.0, |
| 31 | 12.0, | 234.1, | 197.8, | -57.5, | -52.9, | 32 | 12.0, | 234.5, | 167.9, | -35.1, | -41.9, |
| 33 | 12.0, | 227.7, | 132.9, | -11.6, | -29.6, | 34 | 12.0, | 233.2, | 131.0, | -4.9, | -19.7, |
| 35 | 12.0, | 245.9, | 161.9, | -16.2, | -9.2, | 36 | 12.0, | 251.2, | 187.8, | -27.1, | 1.7, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI032

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -40.5, | 17.5, | 2 | 12.0, | 238.9, | 222.0, | -50.2, | 27.2, |
| 3 | 12.0, | 221.8, | 229.1, | -58.4, | 36.2, | 4 | 12.0, | 197.8, | 234.1, | -69.6, | 44.0, |
| 5 | 12.0, | 167.9, | 234.5, | -81.1, | 50.5, | 6 | 12.0, | 132.9, | 227.7, | -90.2, | 55.5, |
| 7 | 12.0, | 131.0, | 233.2, | -102.9, | 60.1, | 8 | 12.0, | 161.9, | 245.9, | -119.6, | 63.2, |
| 9 | 12.0, | 187.8, | 251.2, | -132.8, | 64.3, | 10 | 12.0, | 208.0, | 248.8, | -141.9, | 63.5, |
| 11 | 12.0, | 222.0, | 238.9, | -146.7, | 60.7, | 12 | 12.0, | 229.1, | 221.8, | -147.1, | 56.1, |
| 13 | 12.0, | 234.1, | 197.8, | -142.9, | 47.5, | 14 | 12.0, | 234.5, | 167.9, | -134.5, | 36.1, |
| 15 | 12.0, | 227.7, | 132.9, | -121.9, | 23.6, | 16 | 12.0, | 233.2, | 131.0, | -125.6, | 13.7, |
| 17 | 12.0, | 245.9, | 161.9, | -144.1, | 3.3, | 18 | 12.0, | 251.2, | 187.8, | -158.2, | -7.2, |
| 19 | 12.0, | 248.8, | 208.0, | -167.5, | -17.5, | 20 | 12.0, | 238.9, | 222.0, | -171.7, | -27.2, |
| 21 | 12.0, | 221.8, | 229.1, | -170.7, | -36.2, | 22 | 12.0, | 197.8, | 234.1, | -164.5, | -44.0, |
| 23 | 12.0, | 167.9, | 234.5, | -153.3, | -50.5, | 24 | 12.0, | 132.9, | 227.7, | -137.5, | -55.5, |
| 25 | 12.0, | 131.0, | 233.2, | -130.3, | -60.1, | 26 | 12.0, | 161.9, | 245.9, | -126.3, | -63.2, |
| 27 | 12.0, | 187.8, | 251.2, | -118.4, | -64.3, | 28 | 12.0, | 208.0, | 248.8, | -106.9, | -63.5, |
| 29 | 12.0, | 222.0, | 238.9, | -92.2, | -60.7, | 30 | 12.0, | 229.1, | 221.8, | -74.7, | -56.1, |
| 31 | 12.0, | 234.1, | 197.8, | -54.9, | -47.5, | 32 | 12.0, | 234.5, | 167.9, | -33.4, | -36.1, |
| 33 | 12.0, | 227.7, | 132.9, | -11.0, | -23.6, | 34 | 12.0, | 233.2, | 131.0, | -5.4, | -13.7, |
| 35 | 12.0, | 245.9, | 161.9, | -17.8, | -3.3, | 36 | 12.0, | 251.2, | 187.8, | -29.6, | 7.2, |

SOURCE ID: IM1GI033

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -43.9, | 22.4, | 2 | 12.0, | 238.9, | 222.0, | -54.4, | 31.5, |
| 3 | 12.0, | 221.8, | 229.1, | -63.3, | 39.6, | 4 | 12.0, | 197.8, | 234.1, | -75.0, | 46.5, |
| 5 | 12.0, | 167.9, | 234.5, | -86.9, | 52.1, | 6 | 12.0, | 132.9, | 227.7, | -96.2, | 56.0, |
| 7 | 12.0, | 131.0, | 233.2, | -108.8, | 59.6, | 8 | 12.0, | 161.9, | 245.9, | -125.4, | 61.6, |
| 9 | 12.0, | 187.8, | 251.2, | -138.2, | 61.8, | 10 | 12.0, | 208.0, | 248.8, | -146.8, | 60.1, |
| 11 | 12.0, | 222.0, | 238.9, | -150.9, | 56.5, | 12 | 12.0, | 229.1, | 221.8, | -150.5, | 51.3, |
| 13 | 12.0, | 234.1, | 197.8, | -145.5, | 42.1, | 14 | 12.0, | 234.5, | 167.9, | -136.0, | 30.3, |
| 15 | 12.0, | 227.7, | 132.9, | -122.5, | 17.7, | 16 | 12.0, | 233.2, | 131.0, | -125.1, | 7.8, |
| 17 | 12.0, | 245.9, | 161.9, | -142.6, | -2.4, | 18 | 12.0, | 251.2, | 187.8, | -155.7, | -12.6, |
| 19 | 12.0, | 248.8, | 208.0, | -164.1, | -22.4, | 20 | 12.0, | 238.9, | 222.0, | -167.5, | -31.5, |
| 21 | 12.0, | 221.8, | 229.1, | -165.8, | -39.6, | 22 | 12.0, | 197.8, | 234.1, | -159.1, | -46.5, |
| 23 | 12.0, | 167.9, | 234.5, | -147.6, | -52.1, | 24 | 12.0, | 132.9, | 227.7, | -131.5, | -56.0, |
| 25 | 12.0, | 131.0, | 233.2, | -124.4, | -59.6, | 26 | 12.0, | 161.9, | 245.9, | -120.5, | -61.6, |
| 27 | 12.0, | 187.8, | 251.2, | -113.0, | -61.8, | 28 | 12.0, | 208.0, | 248.8, | -102.0, | -60.1, |
| 29 | 12.0, | 222.0, | 238.9, | -88.0, | -56.5, | 30 | 12.0, | 229.1, | 221.8, | -71.3, | -51.3, |
| 31 | 12.0, | 234.1, | 197.8, | -52.4, | -42.1, | 32 | 12.0, | 234.5, | 167.9, | -31.9, | -30.3, |
| 33 | 12.0, | 227.7, | 132.9, | -10.4, | -17.7, | 34 | 12.0, | 233.2, | 131.0, | -5.9, | -7.8, |
| 35 | 12.0, | 245.9, | 161.9, | -19.3, | 2.4, | 36 | 12.0, | 251.2, | 187.8, | -32.1, | 12.6, |

SOURCE ID: IM1GI034

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -47.4, | 27.2, | 2 | 12.0, | 238.9, | 222.0, | -58.7, | 35.7, |
| 3 | 12.0, | 221.8, | 229.1, | -68.2, | 43.0, | 4 | 12.0, | 197.8, | 234.1, | -80.4, | 49.0, |
| 5 | 12.0, | 167.9, | 234.5, | -92.7, | 53.5, | 6 | 12.0, | 132.9, | 227.7, | -102.1, | 56.5, |
| 7 | 12.0, | 131.0, | 233.2, | -114.8, | 59.0, | 8 | 12.0, | 161.9, | 245.9, | -131.2, | 60.0, |
| 9 | 12.0, | 187.8, | 251.2, | -143.6, | 59.2, | 10 | 12.0, | 208.0, | 248.8, | -151.7, | 56.6, |
| 11 | 12.0, | 222.0, | 238.9, | -155.1, | 52.2, | 12 | 12.0, | 229.1, | 221.8, | -153.9, | 46.3, |
| 13 | 12.0, | 234.1, | 197.8, | -147.9, | 36.6, | 14 | 12.0, | 234.5, | 167.9, | -137.5, | 24.5, |
| 15 | 12.0, | 227.7, | 132.9, | -122.9, | 11.7, | 16 | 12.0, | 233.2, | 131.0, | -124.5, | 1.8, |
| 17 | 12.0, | 245.9, | 161.9, | -141.0, | -8.2, | 18 | 12.0, | 251.2, | 187.8, | -153.1, | -18.0, |
| 19 | 12.0, | 248.8, | 208.0, | -160.6, | -27.2, | 20 | 12.0, | 238.9, | 222.0, | -163.2, | -35.7, |
| 21 | 12.0, | 221.8, | 229.1, | -160.9, | -43.0, | 22 | 12.0, | 197.8, | 234.1, | -153.7, | -49.0, |
| 23 | 12.0, | 167.9, | 234.5, | -141.8, | -53.5, | 24 | 12.0, | 132.9, | 227.7, | -125.6, | -56.5, |
| 25 | 12.0, | 131.0, | 233.2, | -118.4, | -59.0, | 26 | 12.0, | 161.9, | 245.9, | -114.8, | -60.0, |
| 27 | 12.0, | 187.8, | 251.2, | -107.6, | -59.2, | 28 | 12.0, | 208.0, | 248.8, | -97.2, | -56.6, |
| 29 | 12.0, | 222.0, | 238.9, | -83.8, | -52.2, | 30 | 12.0, | 229.1, | 221.8, | -67.9, | -46.3, |
| 31 | 12.0, | 234.1, | 197.8, | -49.9, | -36.6, | 32 | 12.0, | 234.5, | 167.9, | -30.4, | -24.5, |
| 33 | 12.0, | 227.7, | 132.9, | -10.0, | -11.7, | 34 | 12.0, | 233.2, | 131.0, | -6.5, | -1.8, |
| 35 | 12.0, | 245.9, | 161.9, | -20.9, | 8.2, | 36 | 12.0, | 251.2, | 187.8, | -34.7, | 18.0, |

SOURCE ID: IM1GI035

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -50.9, | 32.2, | 2 | 12.0, | 238.9, | 222.0, | -63.0, | 40.0, |
| 3 | 12.0, | 221.8, | 229.1, | -73.2, | 46.5, | 4 | 12.0, | 197.8, | 234.1, | -85.9, | 51.6, |
| 5 | 12.0, | 167.9, | 234.5, | -98.5, | 55.2, | 6 | 12.0, | 132.9, | 227.7, | -108.2, | 57.0, |
| 7 | 12.0, | 131.0, | 233.2, | -120.8, | 58.5, | 8 | 12.0, | 161.9, | 245.9, | -137.0, | 58.5, |
| 9 | 12.0, | 187.8, | 251.2, | -149.1, | 56.7, | 10 | 12.0, | 208.0, | 248.8, | -156.7, | 53.2, |
| 11 | 12.0, | 222.0, | 238.9, | -159.4, | 48.0, | 12 | 12.0, | 229.1, | 221.8, | -157.4, | 41.4, |
| 13 | 12.0, | 234.1, | 197.8, | -150.5, | 31.2, | 14 | 12.0, | 234.5, | 167.9, | -139.1, | 18.7, |
| 15 | 12.0, | 227.7, | 132.9, | -123.5, | 5.7, | 16 | 12.0, | 233.2, | 131.0, | -124.0, | -4.2, |
| 17 | 12.0, | 245.9, | 161.9, | -139.4, | -14.1, | 18 | 12.0, | 251.2, | 187.8, | -150.6, | -23.5, |
| 19 | 12.0, | 248.8, | 208.0, | -157.2, | -32.2, | 20 | 12.0, | 238.9, | 222.0, | -159.0, | -40.0, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | 12.0, | 221.8, | 229.1, | -156.0, | -46.5, | 22 | 12.0, | 197.8, | 234.1, | -148.2, | -51.6, |
| 23 | 12.0, | 167.9, | 234.5, | -136.0, | -55.2, | 24 | 12.0, | 132.9, | 227.7, | -119.5, | -57.0, |
| 25 | 12.0, | 131.0, | 233.2, | -112.4, | -58.5, | 26 | 12.0, | 161.9, | 245.9, | -108.9, | -58.5, |
| 27 | 12.0, | 187.8, | 251.2, | -102.1, | -56.7, | 28 | 12.0, | 208.0, | 248.8, | -92.2, | -53.2, |
| 29 | 12.0, | 222.0, | 238.9, | -79.5, | -48.0, | 30 | 12.0, | 229.1, | 221.8, | -64.4, | -41.4, |
| 31 | 12.0, | 234.1, | 197.8, | -47.3, | -31.2, | 32 | 12.0, | 234.5, | 167.9, | -28.8, | -18.7, |
| 33 | 12.0, | 227.7, | 132.9, | -9.4, | -5.7, | 34 | 12.0, | 233.2, | 131.0, | -7.0, | 4.2, |
| 35 | 12.0, | 245.9, | 161.9, | -22.4, | 14.1, | 36 | 12.0, | 251.2, | 187.8, | -37.2, | 23.5, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI036

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -54.3, | 37.1, | 2 | 12.0, | 238.9, | 222.0, | -67.3, | 44.2, |
| 3 | 12.0, | 221.8, | 229.1, | -78.1, | 49.9, | 4 | 12.0, | 197.8, | 234.1, | -91.3, | 54.1, |
| 5 | 12.0, | 167.9, | 234.5, | -104.3, | 56.6, | 6 | 12.0, | 132.9, | 227.7, | -114.1, | 57.5, |
| 7 | 12.0, | 131.0, | 233.2, | -126.8, | 57.9, | 8 | 12.0, | 161.9, | 245.9, | -142.8, | 56.9, |
| 9 | 12.0, | 187.8, | 251.2, | -154.5, | 54.1, | 10 | 12.0, | 208.0, | 248.8, | -161.5, | 49.7, |
| 11 | 12.0, | 222.0, | 238.9, | -163.6, | 43.7, | 12 | 12.0, | 229.1, | 221.8, | -160.8, | 36.4, |
| 13 | 12.0, | 234.1, | 197.8, | -153.0, | 25.7, | 14 | 12.0, | 234.5, | 167.9, | -140.6, | 12.9, |
| 15 | 12.0, | 227.7, | 132.9, | -123.9, | -0.3, | 16 | 12.0, | 233.2, | 131.0, | -123.4, | -10.2, |
| 17 | 12.0, | 245.9, | 161.9, | -137.8, | -19.8, | 18 | 12.0, | 251.2, | 187.8, | -148.0, | -28.9, |
| 19 | 12.0, | 248.8, | 208.0, | -153.7, | -37.1, | 20 | 12.0, | 238.9, | 222.0, | -154.7, | -44.2, |
| 21 | 12.0, | 221.8, | 229.1, | -151.0, | -49.9, | 22 | 12.0, | 197.8, | 234.1, | -142.8, | -54.1, |
| 23 | 12.0, | 167.9, | 234.5, | -130.1, | -56.6, | 24 | 12.0, | 132.9, | 227.7, | -113.6, | -57.5, |
| 25 | 12.0, | 131.0, | 233.2, | -106.4, | -57.9, | 26 | 12.0, | 161.9, | 245.9, | -103.1, | -56.9, |
| 27 | 12.0, | 187.8, | 251.2, | -96.7, | -54.1, | 28 | 12.0, | 208.0, | 248.8, | -87.3, | -49.7, |
| 29 | 12.0, | 222.0, | 238.9, | -75.3, | -43.7, | 30 | 12.0, | 229.1, | 221.8, | -61.0, | -36.4, |
| 31 | 12.0, | 234.1, | 197.8, | -44.8, | -25.7, | 32 | 12.0, | 234.5, | 167.9, | -27.3, | -12.9, |
| 33 | 12.0, | 227.7, | 132.9, | -9.0, | 0.3, | 34 | 12.0, | 233.2, | 131.0, | -7.5, | 10.2, |
| 35 | 12.0, | 245.9, | 161.9, | -24.0, | 19.8, | 36 | 12.0, | 251.2, | 187.8, | -39.8, | 28.9, |

SOURCE ID: IM1GI037

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -57.8, | 42.1, | 2 | 12.0, | 238.9, | 222.0, | -71.5, | 48.5, |
| 3 | 12.0, | 221.8, | 229.1, | -83.0, | 53.4, | 4 | 12.0, | 197.8, | 234.1, | -96.8, | 56.7, |
| 5 | 12.0, | 167.9, | 234.5, | -110.1, | 58.3, | 6 | 12.0, | 132.9, | 227.7, | -120.1, | 58.1, |
| 7 | 12.0, | 131.0, | 233.2, | -132.8, | 57.5, | 8 | 12.0, | 161.9, | 245.9, | -148.6, | 55.4, |
| 9 | 12.0, | 187.8, | 251.2, | -160.0, | 51.6, | 10 | 12.0, | 208.0, | 248.8, | -166.5, | 46.2, |
| 11 | 12.0, | 222.0, | 238.9, | -167.9, | 39.5, | 12 | 12.0, | 229.1, | 221.8, | -164.3, | 31.5, |
| 13 | 12.0, | 234.1, | 197.8, | -155.6, | 20.2, | 14 | 12.0, | 234.5, | 167.9, | -142.2, | 7.1, |
| 15 | 12.0, | 227.7, | 132.9, | -124.5, | -6.3, | 16 | 12.0, | 233.2, | 131.0, | -123.0, | -16.2, |
| 17 | 12.0, | 245.9, | 161.9, | -136.3, | -25.7, | 18 | 12.0, | 251.2, | 187.8, | -145.5, | -34.4, |
| 19 | 12.0, | 248.8, | 208.0, | -150.3, | -42.1, | 20 | 12.0, | 238.9, | 222.0, | -150.5, | -48.5, |
| 21 | 12.0, | 221.8, | 229.1, | -146.1, | -53.4, | 22 | 12.0, | 197.8, | 234.1, | -137.3, | -56.7, |
| 23 | 12.0, | 167.9, | 234.5, | -124.3, | -58.3, | 24 | 12.0, | 132.9, | 227.7, | -107.6, | -58.1, |
| 25 | 12.0, | 131.0, | 233.2, | -100.4, | -57.5, | 26 | 12.0, | 161.9, | 245.9, | -97.3, | -55.4, |
| 27 | 12.0, | 187.8, | 251.2, | -91.2, | -51.6, | 28 | 12.0, | 208.0, | 248.8, | -82.3, | -46.2, |
| 29 | 12.0, | 222.0, | 238.9, | -71.0, | -39.5, | 30 | 12.0, | 229.1, | 221.8, | -57.5, | -31.5, |
| 31 | 12.0, | 234.1, | 197.8, | -42.2, | -20.2, | 32 | 12.0, | 234.5, | 167.9, | -25.7, | -7.1, |
| 33 | 12.0, | 227.7, | 132.9, | -8.4, | 6.3, | 34 | 12.0, | 233.2, | 131.0, | -8.0, | 16.2, |
| 35 | 12.0, | 245.9, | 161.9, | -25.5, | 25.7, | 36 | 12.0, | 251.2, | 187.8, | -42.3, | 34.4, |

SOURCE ID: IM1GI038

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -61.2, | 47.0, | 2 | 12.0, | 238.9, | 222.0, | -75.7, | 52.7, |
| 3 | 12.0, | 221.8, | 229.1, | -87.9, | 56.8, | 4 | 12.0, | 197.8, | 234.1, | -102.2, | 59.2, |
| 5 | 12.0, | 167.9, | 234.5, | -115.9, | 59.8, | 6 | 12.0, | 132.9, | 227.7, | -126.1, | 58.6, |
| 7 | 12.0, | 131.0, | 233.2, | -138.7, | 57.0, | 8 | 12.0, | 161.9, | 245.9, | -154.4, | 53.9, |
| 9 | 12.0, | 187.8, | 251.2, | -165.4, | 49.1, | 10 | 12.0, | 208.0, | 248.8, | -171.4, | 42.8, |
| 11 | 12.0, | 222.0, | 238.9, | -172.2, | 35.3, | 12 | 12.0, | 229.1, | 221.8, | -167.7, | 26.7, |
| 13 | 12.0, | 234.1, | 197.8, | -158.1, | 14.9, | 14 | 12.0, | 234.5, | 167.9, | -143.8, | 1.3, |
| 15 | 12.0, | 227.7, | 132.9, | -125.0, | -12.2, | 16 | 12.0, | 233.2, | 131.0, | -122.5, | -22.1, |
| 17 | 12.0, | 245.9, | 161.9, | -134.8, | -31.4, | 18 | 12.0, | 251.2, | 187.8, | -143.0, | -39.8, |
| 19 | 12.0, | 248.8, | 208.0, | -146.9, | -47.0, | 20 | 12.0, | 238.9, | 222.0, | -146.3, | -52.7, |
| 21 | 12.0, | 221.8, | 229.1, | -141.2, | -56.8, | 22 | 12.0, | 197.8, | 234.1, | -131.9, | -59.2, |
| 23 | 12.0, | 167.9, | 234.5, | -118.6, | -59.8, | 24 | 12.0, | 132.9, | 227.7, | -101.6, | -58.6, |
| 25 | 12.0, | 131.0, | 233.2, | -94.5, | -57.0, | 26 | 12.0, | 161.9, | 245.9, | -91.5, | -53.9, |
| 27 | 12.0, | 187.8, | 251.2, | -85.8, | -49.1, | 28 | 12.0, | 208.0, | 248.8, | -77.5, | -42.8, |
| 29 | 12.0, | 222.0, | 238.9, | -66.8, | -35.3, | 30 | 12.0, | 229.1, | 221.8, | -54.0, | -26.7, |
| 31 | 12.0, | 234.1, | 197.8, | -39.7, | -14.9, | 32 | 12.0, | 234.5, | 167.9, | -24.1, | -1.3, |
| 33 | 12.0, | 227.7, | 132.9, | -7.8, | 12.2, | 34 | 12.0, | 233.2, | 131.0, | -8.5, | 22.1, |
| 35 | 12.0, | 245.9, | 161.9, | -27.1, | 31.4, | 36 | 12.0, | 251.2, | 187.8, | -44.8, | 39.8, |

SOURCE ID: IM1GI039

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -81.8, | 76.4, | 2 | 12.0, | 238.9, | 222.0, | -101.1, | 78.1, |
| 3 | 12.0, | 221.8, | 229.1, | -117.4, | 77.5, | 4 | 12.0, | 197.8, | 234.1, | -134.8, | 74.4, |
| 5 | 12.0, | 167.9, | 234.5, | -150.6, | 69.1, | 6 | 12.0, | 132.9, | 227.7, | -161.9, | 61.8, |
| 7 | 12.0, | 131.0, | 233.2, | -174.5, | 53.8, | 8 | 12.0, | 161.9, | 245.9, | -189.1, | 44.5, |
| 9 | 12.0, | 187.8, | 251.2, | -198.0, | 33.9, | 10 | 12.0, | 208.0, | 248.8, | -200.8, | 22.2, |
| 11 | 12.0, | 222.0, | 238.9, | -197.6, | 9.9, | 12 | 12.0, | 229.1, | 221.8, | -188.3, | -2.8, |
| 13 | 12.0, | 234.1, | 197.8, | -173.3, | -17.7, | 14 | 12.0, | 234.5, | 167.9, | -153.1, | -33.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 12.0, | 227.7, | 132.9, | -128.2, | -48.0, | 16 | 12.0, | 233.2, | 131.0, | -119.3, | -57.9, |
| 17 | 12.0, | 245.9, | 161.9, | -125.5, | -66.2, | 18 | 12.0, | 251.2, | 187.8, | -127.8, | -72.4, |
| 19 | 12.0, | 248.8, | 208.0, | -126.2, | -76.4, | 20 | 12.0, | 238.9, | 222.0, | -120.8, | -78.1, |
| 21 | 12.0, | 221.8, | 229.1, | -111.8, | -77.5, | 22 | 12.0, | 197.8, | 234.1, | -99.3, | -74.4, |
| 23 | 12.0, | 167.9, | 234.5, | -83.8, | -69.1, | 24 | 12.0, | 132.9, | 227.7, | -65.8, | -61.8, |
| 25 | 12.0, | 131.0, | 233.2, | -58.6, | -53.8, | 26 | 12.0, | 161.9, | 245.9, | -56.8, | -44.5, |
| 27 | 12.0, | 187.8, | 251.2, | -53.2, | -33.9, | 28 | 12.0, | 208.0, | 248.8, | -48.0, | -22.2, |
| 29 | 12.0, | 222.0, | 238.9, | -41.3, | -9.9, | 30 | 12.0, | 229.1, | 221.8, | -33.4, | 2.8, |
| 31 | 12.0, | 234.1, | 197.8, | -24.5, | 17.7, | 32 | 12.0, | 234.5, | 167.9, | -14.8, | 33.4, |
| 33 | 12.0, | 227.7, | 132.9, | -4.7, | 48.0, | 34 | 12.0, | 233.2, | 131.0, | -11.7, | 57.9, |
| 35 | 12.0, | 245.9, | 161.9, | -36.4, | 66.2, | 36 | 12.0, | 251.2, | 187.8, | -60.0, | 72.4, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03A

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -85.3, | 81.4, | 2 | 12.0, | 238.9, | 222.0, | -105.4, | 82.4, |
| 3 | 12.0, | 221.8, | 229.1, | -122.4, | 80.9, | 4 | 12.0, | 197.8, | 234.1, | -140.3, | 77.0, |
| 5 | 12.0, | 167.9, | 234.5, | -156.5, | 70.7, | 6 | 12.0, | 132.9, | 227.7, | -168.0, | 62.2, |
| 7 | 12.0, | 131.0, | 233.2, | -180.6, | 53.3, | 8 | 12.0, | 161.9, | 245.9, | -195.0, | 42.9, |
| 9 | 12.0, | 187.8, | 251.2, | -203.5, | 31.3, | 10 | 12.0, | 208.0, | 248.8, | -205.8, | 18.7, |
| 11 | 12.0, | 222.0, | 238.9, | -201.9, | 5.5, | 12 | 12.0, | 229.1, | 221.8, | -191.8, | -7.8, |
| 13 | 12.0, | 234.1, | 197.8, | -175.9, | -23.3, | 14 | 12.0, | 234.5, | 167.9, | -154.6, | -39.3, |
| 15 | 12.0, | 227.7, | 132.9, | -128.7, | -54.1, | 16 | 12.0, | 233.2, | 131.0, | -118.8, | -64.0, |
| 17 | 12.0, | 245.9, | 161.9, | -123.9, | -72.0, | 18 | 12.0, | 251.2, | 187.8, | -125.2, | -77.9, |
| 19 | 12.0, | 248.8, | 208.0, | -122.7, | -81.4, | 20 | 12.0, | 238.9, | 222.0, | -116.5, | -82.4, |
| 21 | 12.0, | 221.8, | 229.1, | -106.8, | -80.9, | 22 | 12.0, | 197.8, | 234.1, | -93.8, | -77.0, |
| 23 | 12.0, | 167.9, | 234.5, | -78.0, | -70.7, | 24 | 12.0, | 132.9, | 227.7, | -59.7, | -62.2, |
| 25 | 12.0, | 131.0, | 233.2, | -52.6, | -53.3, | 26 | 12.0, | 161.9, | 245.9, | -50.9, | -42.9, |
| 27 | 12.0, | 187.8, | 251.2, | -47.7, | -31.3, | 28 | 12.0, | 208.0, | 248.8, | -43.0, | -18.7, |
| 29 | 12.0, | 222.0, | 238.9, | -37.1, | -5.5, | 30 | 12.0, | 229.1, | 221.8, | -30.0, | 7.8, |
| 31 | 12.0, | 234.1, | 197.8, | -21.9, | 23.3, | 32 | 12.0, | 234.5, | 167.9, | -13.3, | 39.3, |
| 33 | 12.0, | 227.7, | 132.9, | -4.2, | 54.1, | 34 | 12.0, | 233.2, | 131.0, | -12.2, | 64.0, |
| 35 | 12.0, | 245.9, | 161.9, | -38.0, | 72.0, | 36 | 12.0, | 251.2, | 187.8, | -62.6, | 77.9, |

SOURCE ID: IM1GI03B

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -88.7, | 86.3, | 2 | 12.0, | 238.9, | 222.0, | -109.6, | 86.6, |
| 3 | 12.0, | 221.8, | 229.1, | -127.2, | 84.3, | 4 | 12.0, | 197.8, | 234.1, | -145.7, | 79.5, |
| 5 | 12.0, | 167.9, | 234.5, | -162.3, | 72.2, | 6 | 12.0, | 132.9, | 227.7, | -173.9, | 62.8, |
| 7 | 12.0, | 131.0, | 233.2, | -186.5, | 52.8, | 8 | 12.0, | 161.9, | 245.9, | -200.8, | 41.4, |
| 9 | 12.0, | 187.8, | 251.2, | -208.9, | 28.8, | 10 | 12.0, | 208.0, | 248.8, | -210.7, | 15.3, |
| 11 | 12.0, | 222.0, | 238.9, | -206.1, | 1.3, | 12 | 12.0, | 229.1, | 221.8, | -195.2, | -12.7, |
| 13 | 12.0, | 234.1, | 197.8, | -178.4, | -28.7, | 14 | 12.0, | 234.5, | 167.9, | -156.2, | -45.0, |
| 15 | 12.0, | 227.7, | 132.9, | -129.2, | -60.0, | 16 | 12.0, | 233.2, | 131.0, | -118.3, | -69.9, |
| 17 | 12.0, | 245.9, | 161.9, | -122.3, | -77.8, | 18 | 12.0, | 251.2, | 187.8, | -122.7, | -83.3, |
| 19 | 12.0, | 248.8, | 208.0, | -119.3, | -86.3, | 20 | 12.0, | 238.9, | 222.0, | -112.3, | -86.6, |
| 21 | 12.0, | 221.8, | 229.1, | -101.9, | -84.3, | 22 | 12.0, | 197.8, | 234.1, | -88.4, | -79.5, |
| 23 | 12.0, | 167.9, | 234.5, | -72.2, | -72.2, | 24 | 12.0, | 132.9, | 227.7, | -53.8, | -62.8, |
| 25 | 12.0, | 131.0, | 233.2, | -46.7, | -52.8, | 26 | 12.0, | 161.9, | 245.9, | -45.2, | -41.4, |
| 27 | 12.0, | 187.8, | 251.2, | -42.3, | -28.8, | 28 | 12.0, | 208.0, | 248.8, | -38.1, | -15.3, |
| 29 | 12.0, | 222.0, | 238.9, | -32.8, | -1.3, | 30 | 12.0, | 229.1, | 221.8, | -26.5, | 12.7, |
| 31 | 12.0, | 234.1, | 197.8, | -19.4, | 28.7, | 32 | 12.0, | 234.5, | 167.9, | -11.7, | 45.0, |
| 33 | 12.0, | 227.7, | 132.9, | -3.7, | 60.0, | 34 | 12.0, | 233.2, | 131.0, | -12.7, | 69.9, |
| 35 | 12.0, | 245.9, | 161.9, | -39.5, | 77.8, | 36 | 12.0, | 251.2, | 187.8, | -65.1, | 83.3, |

SOURCE ID: IM1GI03C

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 248.8, | 208.0, | -92.1, | 91.2, | 2 | 12.0, | 238.9, | 222.0, | -113.8, | 90.8, |
| 3 | 12.0, | 221.8, | 229.1, | -132.1, | 87.8, | 4 | 12.0, | 197.8, | 234.1, | -151.1, | 82.0, |
| 5 | 12.0, | 167.9, | 234.5, | -168.0, | 73.8, | 6 | 12.0, | 132.9, | 227.7, | -179.8, | 63.3, |
| 7 | 12.0, | 131.0, | 233.2, | -192.5, | 52.3, | 8 | 12.0, | 161.9, | 245.9, | -206.5, | 39.9, |
| 9 | 12.0, | 187.8, | 251.2, | -214.3, | 26.3, | 10 | 12.0, | 208.0, | 248.8, | -215.6, | 11.9, |
| 11 | 12.0, | 222.0, | 238.9, | -210.3, | -2.8, | 12 | 12.0, | 229.1, | 221.8, | -198.6, | -17.5, |
| 13 | 12.0, | 234.1, | 197.8, | -180.9, | -34.0, | 14 | 12.0, | 234.5, | 167.9, | -157.7, | -50.8, |
| 15 | 12.0, | 227.7, | 132.9, | -129.8, | -66.0, | 16 | 12.0, | 233.2, | 131.0, | -117.8, | -75.9, |
| 17 | 12.0, | 245.9, | 161.9, | -120.8, | -83.5, | 18 | 12.0, | 251.2, | 187.8, | -120.2, | -88.7, |
| 19 | 12.0, | 248.8, | 208.0, | -115.9, | -91.2, | 20 | 12.0, | 238.9, | 222.0, | -108.1, | -90.8, |
| 21 | 12.0, | 221.8, | 229.1, | -97.0, | -87.8, | 22 | 12.0, | 197.8, | 234.1, | -83.0, | -82.0, |
| 23 | 12.0, | 167.9, | 234.5, | -66.5, | -73.8, | 24 | 12.0, | 132.9, | 227.7, | -47.9, | -63.3, |
| 25 | 12.0, | 131.0, | 233.2, | -40.7, | -52.3, | 26 | 12.0, | 161.9, | 245.9, | -39.4, | -39.9, |
| 27 | 12.0, | 187.8, | 251.2, | -36.9, | -26.3, | 28 | 12.0, | 208.0, | 248.8, | -33.3, | -11.9, |
| 29 | 12.0, | 222.0, | 238.9, | -28.6, | 2.8, | 30 | 12.0, | 229.1, | 221.8, | -23.1, | 17.5, |
| 31 | 12.0, | 234.1, | 197.8, | -16.9, | 34.0, | 32 | 12.0, | 234.5, | 167.9, | -10.2, | 50.8, |
| 33 | 12.0, | 227.7, | 132.9, | -3.1, | 66.0, | 34 | 12.0, | 233.2, | 131.0, | -13.2, | 75.9, |
| 35 | 12.0, | 245.9, | 161.9, | -41.0, | 83.5, | 36 | 12.0, | 251.2, | 187.8, | -67.6, | 88.7, |

SOURCE ID: IM1GI03D

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -26.2, | 22.4, | 2 | 12.0, | 106.8, | 109.9, | -33.6, | 26.4, |
| 3 | 12.0, | 101.5, | 113.0, | -39.9, | 28.3, | 4 | 12.0, | 95.2, | 112.6, | -45.0, | 28.4, |
| 5 | 12.0, | 86.1, | 108.8, | -48.7, | 27.6, | 6 | 12.0, | 74.3, | 101.6, | -51.0, | 26.0, |
| 7 | 12.0, | 74.7, | 104.6, | -59.1, | 28.9, | 8 | 12.0, | 81.6, | 110.2, | -67.5, | 31.4, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 12.0, | 94.0, | 112.5, | -73.9, | 28.9, | 10 | 12.0, | 103.5, | 111.3, | -78.0, | 25.5, |
| 11 | 12.0, | 109.9, | 106.8, | -79.8, | 21.4, | 12 | 12.0, | 113.0, | 101.5, | -79.1, | 16.6, |
| 13 | 12.0, | 112.6, | 95.2, | -76.0, | 11.3, | 14 | 12.0, | 108.8, | 86.1, | -70.6, | 5.7, |
| 15 | 12.0, | 101.6, | 74.3, | -63.1, | -0.1, | 16 | 12.0, | 104.6, | 74.7, | -66.3, | -6.8, |
| 17 | 12.0, | 110.2, | 81.6, | -72.2, | -12.4, | 18 | 12.0, | 112.5, | 94.0, | -75.9, | -17.7, |
| 19 | 12.0, | 111.3, | 103.5, | -77.3, | -22.4, | 20 | 12.0, | 106.8, | 109.9, | -76.3, | -26.4, |
| 21 | 12.0, | 101.5, | 113.0, | -73.1, | -28.3, | 22 | 12.0, | 95.2, | 112.6, | -67.6, | -28.4, |
| 23 | 12.0, | 86.1, | 108.8, | -60.0, | -27.6, | 24 | 12.0, | 74.3, | 101.6, | -50.7, | -26.0, |
| 25 | 12.0, | 74.7, | 104.6, | -45.5, | -28.9, | 26 | 12.0, | 81.6, | 110.2, | -42.7, | -31.4, |
| 27 | 12.0, | 94.0, | 112.5, | -38.6, | -28.9, | 28 | 12.0, | 103.5, | 111.3, | -33.3, | -25.5, |
| 29 | 12.0, | 109.9, | 106.8, | -27.0, | -21.4, | 30 | 12.0, | 113.0, | 101.5, | -22.4, | -16.6, |
| 31 | 12.0, | 112.6, | 95.2, | -19.2, | -11.3, | 32 | 12.0, | 108.8, | 86.1, | -15.4, | -5.7, |
| 33 | 12.0, | 101.6, | 74.3, | -11.2, | 0.1, | 34 | 12.0, | 104.6, | 74.7, | -8.4, | 6.8, |
| 35 | 12.0, | 110.2, | 81.6, | -9.4, | 12.4, | 36 | 12.0, | 112.5, | 94.0, | -18.1, | 17.7, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03E

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | 0.2, | -13.3, | 2 | 12.0, | 106.8, | 109.9, | -1.4, | -4.2, |
| 3 | 12.0, | 101.5, | 113.0, | -2.9, | 3.8, | 4 | 12.0, | 95.2, | 112.6, | -4.3, | 10.7, |
| 5 | 12.0, | 86.1, | 108.8, | -5.6, | 17.2, | 6 | 12.0, | 74.3, | 101.6, | -6.7, | 23.3, |
| 7 | 12.0, | 74.7, | 104.6, | -15.0, | 34.0, | 8 | 12.0, | 81.6, | 110.2, | -25.0, | 44.0, |
| 9 | 12.0, | 94.0, | 112.5, | -34.2, | 48.7, | 10 | 12.0, | 103.5, | 111.3, | -42.4, | 51.9, |
| 11 | 12.0, | 109.9, | 106.8, | -49.2, | 53.6, | 12 | 12.0, | 113.0, | 101.5, | -54.6, | 53.6, |
| 13 | 12.0, | 112.6, | 95.2, | -58.3, | 52.0, | 14 | 12.0, | 108.8, | 86.1, | -60.3, | 48.8, |
| 15 | 12.0, | 101.6, | 74.3, | -60.4, | 44.1, | 16 | 12.0, | 104.6, | 74.7, | -71.3, | 37.3, |
| 17 | 12.0, | 110.2, | 81.6, | -84.8, | 30.1, | 18 | 12.0, | 112.5, | 94.0, | -95.7, | 22.1, |
| 19 | 12.0, | 111.3, | 103.5, | -103.7, | 13.3, | 20 | 12.0, | 106.8, | 109.9, | -108.5, | 4.2, |
| 21 | 12.0, | 101.5, | 113.0, | -110.1, | -3.8, | 22 | 12.0, | 95.2, | 112.6, | -108.3, | -10.7, |
| 23 | 12.0, | 86.1, | 108.8, | -103.2, | -17.2, | 24 | 12.0, | 74.3, | 101.6, | -95.0, | -23.3, |
| 25 | 12.0, | 74.7, | 104.6, | -89.6, | -34.0, | 26 | 12.0, | 81.6, | 110.2, | -85.2, | -44.0, |
| 27 | 12.0, | 94.0, | 112.5, | -78.3, | -48.7, | 28 | 12.0, | 103.5, | 111.3, | -69.0, | -51.9, |
| 29 | 12.0, | 109.9, | 106.8, | -57.6, | -53.6, | 30 | 12.0, | 113.0, | 101.5, | -46.9, | -53.6, |
| 31 | 12.0, | 112.6, | 95.2, | -36.9, | -52.0, | 32 | 12.0, | 108.8, | 86.1, | -25.8, | -48.8, |
| 33 | 12.0, | 101.6, | 74.3, | -13.9, | -44.1, | 34 | 12.0, | 104.6, | 74.7, | -3.4, | -37.3, |
| 35 | 12.0, | 110.2, | 81.6, | 3.2, | -30.1, | 36 | 12.0, | 112.5, | 94.0, | 1.7, | -22.1, |

SOURCE ID: IM1GI03F

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -2.8, | -9.3, | 2 | 12.0, | 106.8, | 109.9, | -5.0, | -0.7, |
| 3 | 12.0, | 101.5, | 113.0, | -7.0, | 6.6, | 4 | 12.0, | 95.2, | 112.6, | -8.9, | 12.8, |
| 5 | 12.0, | 86.1, | 108.8, | -10.4, | 18.5, | 6 | 12.0, | 74.3, | 101.6, | -11.7, | 23.6, |
| 7 | 12.0, | 74.7, | 104.6, | -20.0, | 33.4, | 8 | 12.0, | 81.6, | 110.2, | -29.8, | 42.6, |
| 9 | 12.0, | 94.0, | 112.5, | -38.7, | 46.5, | 10 | 12.0, | 103.5, | 111.3, | -46.4, | 49.0, |
| 11 | 12.0, | 109.9, | 106.8, | -52.7, | 50.0, | 12 | 12.0, | 113.0, | 101.5, | -57.4, | 49.4, |
| 13 | 12.0, | 112.6, | 95.2, | -60.4, | 47.4, | 14 | 12.0, | 108.8, | 86.1, | -61.5, | 43.9, |
| 15 | 12.0, | 101.6, | 74.3, | -60.8, | 39.1, | 16 | 12.0, | 104.6, | 74.7, | -70.8, | 32.3, |
| 17 | 12.0, | 110.2, | 81.6, | -83.4, | 25.3, | 18 | 12.0, | 112.5, | 94.0, | -93.5, | 17.6, |
| 19 | 12.0, | 111.3, | 103.5, | -100.7, | 9.3, | 20 | 12.0, | 106.8, | 109.9, | -104.9, | 0.7, |
| 21 | 12.0, | 101.5, | 113.0, | -105.9, | -6.6, | 22 | 12.0, | 95.2, | 112.6, | -103.7, | -12.8, |
| 23 | 12.0, | 86.1, | 108.8, | -98.3, | -18.5, | 24 | 12.0, | 74.3, | 101.6, | -90.0, | -23.6, |
| 25 | 12.0, | 74.7, | 104.6, | -84.6, | -33.4, | 26 | 12.0, | 81.6, | 110.2, | -80.4, | -42.6, |
| 27 | 12.0, | 94.0, | 112.5, | -73.8, | -46.5, | 28 | 12.0, | 103.5, | 111.3, | -64.9, | -49.0, |
| 29 | 12.0, | 109.9, | 106.8, | -54.1, | -50.0, | 30 | 12.0, | 113.0, | 101.5, | -44.1, | -49.4, |
| 31 | 12.0, | 112.6, | 95.2, | -34.9, | -47.4, | 32 | 12.0, | 108.8, | 86.1, | -24.6, | -43.9, |
| 33 | 12.0, | 101.6, | 74.3, | -13.5, | -39.1, | 34 | 12.0, | 104.6, | 74.7, | -3.9, | -32.3, |
| 35 | 12.0, | 110.2, | 81.6, | 1.8, | -25.3, | 36 | 12.0, | 112.5, | 94.0, | -0.5, | -17.6, |

SOURCE ID: IM1GI03G

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -6.1, | -3.8, | 2 | 12.0, | 106.8, | 109.9, | -9.2, | 4.2, |
| 3 | 12.0, | 101.5, | 113.0, | -12.0, | 10.7, | 4 | 12.0, | 95.2, | 112.6, | -14.5, | 15.9, |
| 5 | 12.0, | 86.1, | 108.8, | -16.5, | 20.6, | 6 | 12.0, | 74.3, | 101.6, | -18.0, | 24.6, |
| 7 | 12.0, | 74.7, | 104.6, | -26.4, | 33.3, | 8 | 12.0, | 81.6, | 110.2, | -36.1, | 41.4, |
| 9 | 12.0, | 94.0, | 112.5, | -44.7, | 44.2, | 10 | 12.0, | 103.5, | 111.3, | -51.9, | 45.7, |
| 11 | 12.0, | 109.9, | 106.8, | -57.6, | 45.8, | 12 | 12.0, | 113.0, | 101.5, | -61.5, | 44.4, |
| 13 | 12.0, | 112.6, | 95.2, | -63.5, | 41.8, | 14 | 12.0, | 108.8, | 86.1, | -63.6, | 37.9, |
| 15 | 12.0, | 101.6, | 74.3, | -61.8, | 32.8, | 16 | 12.0, | 104.6, | 74.7, | -70.7, | 25.9, |
| 17 | 12.0, | 110.2, | 81.6, | -82.2, | 19.0, | 18 | 12.0, | 112.5, | 94.0, | -91.2, | 11.6, |
| 19 | 12.0, | 111.3, | 103.5, | -97.4, | 3.8, | 20 | 12.0, | 106.8, | 109.9, | -100.7, | -4.2, |
| 21 | 12.0, | 101.5, | 113.0, | -100.9, | -10.7, | 22 | 12.0, | 95.2, | 112.6, | -98.1, | -15.9, |
| 23 | 12.0, | 86.1, | 108.8, | -92.2, | -20.6, | 24 | 12.0, | 74.3, | 101.6, | -83.6, | -24.6, |
| 25 | 12.0, | 74.7, | 104.6, | -78.2, | -33.3, | 26 | 12.0, | 81.6, | 110.2, | -74.1, | -41.4, |
| 27 | 12.0, | 94.0, | 112.5, | -67.8, | -44.2, | 28 | 12.0, | 103.5, | 111.3, | -59.4, | -45.7, |
| 29 | 12.0, | 109.9, | 106.8, | -49.2, | -45.8, | 30 | 12.0, | 113.0, | 101.5, | -40.1, | -44.4, |
| 31 | 12.0, | 112.6, | 95.2, | -31.8, | -41.8, | 32 | 12.0, | 108.8, | 86.1, | -22.5, | -37.9, |
| 33 | 12.0, | 101.6, | 74.3, | -12.5, | -32.8, | 34 | 12.0, | 104.6, | 74.7, | -4.0, | -25.9, |
| 35 | 12.0, | 110.2, | 81.6, | 0.6, | -19.0, | 36 | 12.0, | 112.5, | 94.0, | -2.8, | -11.6, |

SOURCE ID: IM1GI03H

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -23.2, | 17.9, | 2 | 12.0, | 106.8, | 109.9, | -29.8, | 22.5, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 12.0, | 101.5, | 113.0, | -35.5, | 25.2, | 4 | 12.0, | 95.2, | 112.6, | -40.1, | 26.1, |
| 5 | 12.0, | 86.1, | 108.8, | -43.5, | 26.1, | 6 | 12.0, | 74.3, | 101.6, | -45.6, | 25.4, |
| 7 | 12.0, | 74.7, | 104.6, | -53.8, | 29.3, | 8 | 12.0, | 81.6, | 110.2, | -62.3, | 32.7, |
| 9 | 12.0, | 94.0, | 112.5, | -69.0, | 31.1, | 10 | 12.0, | 103.5, | 111.3, | -73.6, | 28.6, |
| 11 | 12.0, | 109.9, | 106.8, | -75.9, | 25.1, | 12 | 12.0, | 113.0, | 101.5, | -76.0, | 21.0, |
| 13 | 12.0, | 112.6, | 95.2, | -73.7, | 16.1, | 14 | 12.0, | 108.8, | 86.1, | -69.2, | 10.8, |
| 15 | 12.0, | 101.6, | 74.3, | -62.6, | 5.2, | 16 | 12.0, | 104.6, | 74.7, | -66.7, | -1.4, |
| 17 | 12.0, | 110.2, | 81.6, | -73.5, | -7.2, | 18 | 12.0, | 112.5, | 94.0, | -78.1, | -12.8, |
| 19 | 12.0, | 111.3, | 103.5, | -80.3, | -17.9, | 20 | 12.0, | 106.8, | 109.9, | -80.1, | -22.5, |
| 21 | 12.0, | 101.5, | 113.0, | -77.4, | -25.2, | 22 | 12.0, | 95.2, | 112.6, | -72.4, | -26.1, |
| 23 | 12.0, | 86.1, | 108.8, | -65.2, | -26.1, | 24 | 12.0, | 74.3, | 101.6, | -56.0, | -25.4, |
| 25 | 12.0, | 74.7, | 104.6, | -50.9, | -29.3, | 26 | 12.0, | 81.6, | 110.2, | -47.9, | -32.7, |
| 27 | 12.0, | 94.0, | 112.5, | -43.5, | -31.1, | 28 | 12.0, | 103.5, | 111.3, | -37.8, | -28.6, |
| 29 | 12.0, | 109.9, | 106.8, | -30.9, | -25.1, | 30 | 12.0, | 113.0, | 101.5, | -25.6, | -21.0, |
| 31 | 12.0, | 112.6, | 95.2, | -21.6, | -16.1, | 32 | 12.0, | 108.8, | 86.1, | -16.9, | -10.8, |
| 33 | 12.0, | 101.6, | 74.3, | -11.7, | -5.2, | 34 | 12.0, | 104.6, | 74.7, | -8.0, | 1.4, |
| 35 | 12.0, | 110.2, | 81.6, | -8.1, | 7.2, | 36 | 12.0, | 112.5, | 94.0, | -15.9, | 12.8, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03I

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -20.2, | 13.5, | 2 | 12.0, | 106.8, | 109.9, | -26.1, | 18.7, |
| 3 | 12.0, | 101.5, | 113.0, | -31.2, | 22.0, | 4 | 12.0, | 95.2, | 112.6, | -35.3, | 23.7, |
| 5 | 12.0, | 86.1, | 108.8, | -38.4, | 24.7, | 6 | 12.0, | 74.3, | 101.6, | -40.3, | 24.9, |
| 7 | 12.0, | 74.7, | 104.6, | -48.4, | 29.7, | 8 | 12.0, | 81.6, | 110.2, | -57.1, | 34.0, |
| 9 | 12.0, | 94.0, | 112.5, | -64.1, | 33.3, | 10 | 12.0, | 103.5, | 111.3, | -69.1, | 31.6, |
| 11 | 12.0, | 109.9, | 106.8, | -72.1, | 28.9, | 12 | 12.0, | 113.0, | 101.5, | -72.8, | 25.3, |
| 13 | 12.0, | 112.6, | 95.2, | -71.3, | 21.0, | 14 | 12.0, | 108.8, | 86.1, | -67.7, | 16.0, |
| 15 | 12.0, | 101.6, | 74.3, | -62.0, | 10.5, | 16 | 12.0, | 104.6, | 74.7, | -67.1, | 3.9, |
| 17 | 12.0, | 110.2, | 81.6, | -74.8, | -2.0, | 18 | 12.0, | 112.5, | 94.0, | -80.3, | -7.8, |
| 19 | 12.0, | 111.3, | 103.5, | -83.3, | -13.5, | 20 | 12.0, | 106.8, | 109.9, | -83.8, | -18.7, |
| 21 | 12.0, | 101.5, | 113.0, | -81.8, | -22.0, | 22 | 12.0, | 95.2, | 112.6, | -77.3, | -23.7, |
| 23 | 12.0, | 86.1, | 108.8, | -70.4, | -24.7, | 24 | 12.0, | 74.3, | 101.6, | -61.4, | -24.9, |
| 25 | 12.0, | 74.7, | 104.6, | -56.2, | -29.7, | 26 | 12.0, | 81.6, | 110.2, | -53.1, | -34.0, |
| 27 | 12.0, | 94.0, | 112.5, | -48.4, | -33.3, | 28 | 12.0, | 103.5, | 111.3, | -42.2, | -31.6, |
| 29 | 12.0, | 109.9, | 106.8, | -34.7, | -28.9, | 30 | 12.0, | 113.0, | 101.5, | -28.7, | -25.3, |
| 31 | 12.0, | 112.6, | 95.2, | -23.9, | -21.0, | 32 | 12.0, | 108.8, | 86.1, | -18.4, | -16.0, |
| 33 | 12.0, | 101.6, | 74.3, | -12.2, | -10.5, | 34 | 12.0, | 104.6, | 74.7, | -7.6, | -3.9, |
| 35 | 12.0, | 110.2, | 81.6, | -6.8, | 2.0, | 36 | 12.0, | 112.5, | 94.0, | -13.7, | 7.8, |

SOURCE ID: IM1GI03J

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -16.5, | 9.9, | 2 | 12.0, | 106.8, | 109.9, | -21.9, | 15.8, |
| 3 | 12.0, | 101.5, | 113.0, | -26.5, | 20.0, | 4 | 12.0, | 95.2, | 112.6, | -30.4, | 22.5, |
| 5 | 12.0, | 86.1, | 108.8, | -33.3, | 24.3, | 6 | 12.0, | 74.3, | 101.6, | -35.2, | 25.4, |
| 7 | 12.0, | 74.7, | 104.6, | -43.5, | 31.1, | 8 | 12.0, | 81.6, | 110.2, | -52.6, | 36.3, |
| 9 | 12.0, | 94.0, | 112.5, | -60.0, | 36.3, | 10 | 12.0, | 103.5, | 111.3, | -65.6, | 35.2, |
| 11 | 12.0, | 109.9, | 106.8, | -69.2, | 33.1, | 12 | 12.0, | 113.0, | 101.5, | -70.8, | 30.0, |
| 13 | 12.0, | 112.6, | 95.2, | -70.1, | 25.9, | 14 | 12.0, | 108.8, | 86.1, | -67.4, | 21.1, |
| 15 | 12.0, | 101.6, | 74.3, | -62.6, | 15.6, | 16 | 12.0, | 104.6, | 74.7, | -68.5, | 8.8, |
| 17 | 12.0, | 110.2, | 81.6, | -77.1, | 2.6, | 18 | 12.0, | 112.5, | 94.0, | -83.3, | -3.8, |
| 19 | 12.0, | 111.3, | 103.5, | -87.0, | -9.9, | 20 | 12.0, | 106.8, | 109.9, | -88.1, | -15.8, |
| 21 | 12.0, | 101.5, | 113.0, | -86.4, | -20.0, | 22 | 12.0, | 95.2, | 112.6, | -82.2, | -22.5, |
| 23 | 12.0, | 86.1, | 108.8, | -75.5, | -24.3, | 24 | 12.0, | 74.3, | 101.6, | -66.4, | -25.4, |
| 25 | 12.0, | 74.7, | 104.6, | -61.1, | -31.1, | 26 | 12.0, | 81.6, | 110.2, | -57.7, | -36.3, |
| 27 | 12.0, | 94.0, | 112.5, | -52.5, | -36.3, | 28 | 12.0, | 103.5, | 111.3, | -45.7, | -35.2, |
| 29 | 12.0, | 109.9, | 106.8, | -37.6, | -33.1, | 30 | 12.0, | 113.0, | 101.5, | -30.8, | -30.0, |
| 31 | 12.0, | 112.6, | 95.2, | -25.1, | -25.9, | 32 | 12.0, | 108.8, | 86.1, | -18.7, | -21.1, |
| 33 | 12.0, | 101.6, | 74.3, | -11.7, | -15.6, | 34 | 12.0, | 104.6, | 74.7, | -6.2, | -8.8, |
| 35 | 12.0, | 110.2, | 81.6, | -4.5, | -2.6, | 36 | 12.0, | 112.5, | 94.0, | -10.7, | 3.8, |

SOURCE ID: IM1GI03K

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -13.4, | 5.5, | 2 | 12.0, | 106.8, | 109.9, | -18.0, | 12.0, |
| 3 | 12.0, | 101.5, | 113.0, | -22.1, | 16.9, | 4 | 12.0, | 95.2, | 112.6, | -25.5, | 20.2, |
| 5 | 12.0, | 86.1, | 108.8, | -28.1, | 22.9, | 6 | 12.0, | 74.3, | 101.6, | -29.8, | 25.0, |
| 7 | 12.0, | 74.7, | 104.6, | -38.1, | 31.6, | 8 | 12.0, | 81.6, | 110.2, | -47.3, | 37.7, |
| 9 | 12.0, | 94.0, | 112.5, | -55.1, | 38.6, | 10 | 12.0, | 103.5, | 111.3, | -61.2, | 38.3, |
| 11 | 12.0, | 109.9, | 106.8, | -65.4, | 36.9, | 12 | 12.0, | 113.0, | 101.5, | -67.7, | 34.4, |
| 13 | 12.0, | 112.6, | 95.2, | -67.9, | 30.8, | 14 | 12.0, | 108.8, | 86.1, | -66.0, | 26.3, |
| 15 | 12.0, | 101.6, | 74.3, | -62.1, | 21.0, | 16 | 12.0, | 104.6, | 74.7, | -69.0, | 14.2, |
| 17 | 12.0, | 110.2, | 81.6, | -78.5, | 7.8, | 18 | 12.0, | 112.5, | 94.0, | -85.6, | 1.2, |
| 19 | 12.0, | 111.3, | 103.5, | -90.1, | -5.5, | 20 | 12.0, | 106.8, | 109.9, | -91.9, | -12.0, |
| 21 | 12.0, | 101.5, | 113.0, | -90.9, | -16.9, | 22 | 12.0, | 95.2, | 112.6, | -87.1, | -20.2, |
| 23 | 12.0, | 86.1, | 108.8, | -80.7, | -22.9, | 24 | 12.0, | 74.3, | 101.6, | -71.8, | -25.0, |
| 25 | 12.0, | 74.7, | 104.6, | -66.5, | -31.6, | 26 | 12.0, | 81.6, | 110.2, | -62.9, | -37.7, |
| 27 | 12.0, | 94.0, | 112.5, | -57.4, | -38.6, | 28 | 12.0, | 103.5, | 111.3, | -50.2, | -38.3, |
| 29 | 12.0, | 109.9, | 106.8, | -41.4, | -36.9, | 30 | 12.0, | 113.0, | 101.5, | -33.9, | -34.4, |
| 31 | 12.0, | 112.6, | 95.2, | -27.4, | -30.8, | 32 | 12.0, | 108.8, | 86.1, | -20.1, | -26.3, |
| 33 | 12.0, | 101.6, | 74.3, | -12.2, | -21.0, | 34 | 12.0, | 104.6, | 74.7, | -5.7, | -14.2, |
| 35 | 12.0, | 110.2, | 81.6, | -3.1, | -7.8, | 36 | 12.0, | 112.5, | 94.0, | -8.4, | -1.2, |

SOURCE ID: IM1GI03L

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | -9.6, | 0.9, | 2 | 12.0, | 106.8, | 109.9, | -13.4, | 8.2, |
| 3 | 12.0, | 101.5, | 113.0, | -16.9, | 13.9, | 4 | 12.0, | 95.2, | 112.6, | -19.8, | 18.2, |
| 5 | 12.0, | 86.1, | 108.8, | -22.2, | 21.9, | 6 | 12.0, | 74.3, | 101.6, | -23.8, | 25.0, |
| 7 | 12.0, | 74.7, | 104.6, | -32.2, | 32.7, | 8 | 12.0, | 81.6, | 110.2, | -41.7, | 39.7, |
| 9 | 12.0, | 94.0, | 112.5, | -49.9, | 41.6, | 10 | 12.0, | 103.5, | 111.3, | -56.6, | 42.2, |
| 11 | 12.0, | 109.9, | 106.8, | -61.6, | 41.5, | 12 | 12.0, | 113.0, | 101.5, | -64.7, | 39.6, |
| 13 | 12.0, | 112.6, | 95.2, | -65.8, | 36.5, | 14 | 12.0, | 108.8, | 86.1, | -64.9, | 32.2, |
| 15 | 12.0, | 101.6, | 74.3, | -62.1, | 27.0, | 16 | 12.0, | 104.6, | 74.7, | -70.0, | 20.1, |
| 17 | 12.0, | 110.2, | 81.6, | -80.5, | 13.4, | 18 | 12.0, | 112.5, | 94.0, | -88.6, | 6.3, |
| 19 | 12.0, | 111.3, | 103.5, | -94.0, | -0.9, | 20 | 12.0, | 106.8, | 109.9, | -96.5, | -8.2, |
| 21 | 12.0, | 101.5, | 113.0, | -96.1, | -13.9, | 22 | 12.0, | 95.2, | 112.6, | -92.8, | -18.2, |
| 23 | 12.0, | 86.1, | 108.8, | -86.6, | -21.9, | 24 | 12.0, | 74.3, | 101.6, | -77.8, | -25.0, |
| 25 | 12.0, | 74.7, | 104.6, | -72.4, | -32.7, | 26 | 12.0, | 81.6, | 110.2, | -68.5, | -39.7, |
| 27 | 12.0, | 94.0, | 112.5, | -62.6, | -41.6, | 28 | 12.0, | 103.5, | 111.3, | -54.8, | -42.2, |
| 29 | 12.0, | 109.9, | 106.8, | -45.2, | -41.5, | 30 | 12.0, | 113.0, | 101.5, | -36.9, | -39.6, |
| 31 | 12.0, | 112.6, | 95.2, | -29.4, | -36.5, | 32 | 12.0, | 108.8, | 86.1, | -21.1, | -32.2, |
| 33 | 12.0, | 101.6, | 74.3, | -12.2, | -27.0, | 34 | 12.0, | 104.6, | 74.7, | -4.7, | -20.1, |
| 35 | 12.0, | 110.2, | 81.6, | -1.1, | -13.4, | 36 | 12.0, | 112.5, | 94.0, | -5.4, | -6.3, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03M

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 111.3, | 103.5, | 3.4, | -19.2, | 2 | 12.0, | 106.8, | 109.9, | 2.9, | -9.4, |
| 3 | 12.0, | 101.5, | 113.0, | 2.2, | -0.6, | 4 | 12.0, | 95.2, | 112.6, | 1.5, | 7.2, |
| 5 | 12.0, | 86.1, | 108.8, | 0.7, | 14.8, | 6 | 12.0, | 74.3, | 101.6, | -0.0, | 22.0, |
| 7 | 12.0, | 74.7, | 104.6, | -8.3, | 33.8, | 8 | 12.0, | 81.6, | 110.2, | -18.3, | 45.0, |
| 9 | 12.0, | 94.0, | 112.5, | -27.8, | 50.9, | 10 | 12.0, | 103.5, | 111.3, | -36.4, | 55.2, |
| 11 | 12.0, | 109.9, | 106.8, | -44.0, | 57.8, | 12 | 12.0, | 113.0, | 101.5, | -50.2, | 58.7, |
| 13 | 12.0, | 112.6, | 95.2, | -54.8, | 57.8, | 14 | 12.0, | 108.8, | 86.1, | -57.9, | 55.1, |
| 15 | 12.0, | 101.6, | 74.3, | -59.1, | 50.8, | 16 | 12.0, | 104.6, | 74.7, | -71.2, | 44.0, |
| 17 | 12.0, | 110.2, | 81.6, | -85.8, | 36.8, | 18 | 12.0, | 112.5, | 94.0, | -97.9, | 28.4, |
| 19 | 12.0, | 111.3, | 103.5, | -107.0, | 19.2, | 20 | 12.0, | 106.8, | 109.9, | -112.8, | 9.4, |
| 21 | 12.0, | 101.5, | 113.0, | -115.2, | 0.6, | 22 | 12.0, | 95.2, | 112.6, | -114.1, | -7.2, |
| 23 | 12.0, | 86.1, | 108.8, | -109.5, | -14.8, | 24 | 12.0, | 74.3, | 101.6, | -101.6, | -22.0, |
| 25 | 12.0, | 74.7, | 104.6, | -96.3, | -33.8, | 26 | 12.0, | 81.6, | 110.2, | -91.9, | -45.0, |
| 27 | 12.0, | 94.0, | 112.5, | -84.7, | -50.9, | 28 | 12.0, | 103.5, | 111.3, | -74.9, | -55.2, |
| 29 | 12.0, | 109.9, | 106.8, | -62.8, | -57.8, | 30 | 12.0, | 113.0, | 101.5, | -51.4, | -58.7, |
| 31 | 12.0, | 112.6, | 95.2, | -40.4, | -57.8, | 32 | 12.0, | 108.8, | 86.1, | -28.2, | -55.1, |
| 33 | 12.0, | 101.6, | 74.3, | -15.2, | -50.8, | 34 | 12.0, | 104.6, | 74.7, | -3.5, | -44.0, |
| 35 | 12.0, | 110.2, | 81.6, | 4.2, | -36.8, | 36 | 12.0, | 112.5, | 94.0, | 3.9, | -28.4, |

SOURCE ID: IM1GI03N

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -63.4, | 51.3, | 2 | 12.0, | 133.7, | 128.4, | -68.9, | 51.3, |
| 3 | 12.0, | 139.9, | 121.6, | -72.3, | 49.7, | 4 | 12.0, | 141.9, | 111.2, | -73.5, | 46.6, |
| 5 | 12.0, | 139.5, | 97.4, | -72.5, | 42.1, | 6 | 12.0, | 132.9, | 80.7, | -69.2, | 36.3, |
| 7 | 12.0, | 131.1, | 82.2, | -78.3, | 29.2, | 8 | 12.0, | 135.8, | 92.1, | -92.8, | 21.0, |
| 9 | 12.0, | 136.4, | 109.4, | -104.5, | 12.2, | 10 | 12.0, | 132.9, | 123.4, | -113.0, | 3.0, |
| 11 | 12.0, | 128.4, | 133.7, | -118.1, | -4.7, | 12 | 12.0, | 121.6, | 139.9, | -119.6, | -11.5, |
| 13 | 12.0, | 111.2, | 141.9, | -117.5, | -17.9, | 14 | 12.0, | 97.4, | 139.5, | -111.8, | -23.8, |
| 15 | 12.0, | 80.7, | 132.9, | -102.7, | -28.9, | 16 | 12.0, | 82.2, | 131.1, | -94.7, | -37.2, |
| 17 | 12.0, | 92.1, | 135.8, | -88.9, | -46.8, | 18 | 12.0, | 109.4, | 136.4, | -80.4, | -49.8, |
| 19 | 12.0, | 123.4, | 132.9, | -69.5, | -51.3, | 20 | 12.0, | 133.7, | 128.4, | -59.4, | -51.3, |
| 21 | 12.0, | 139.9, | 121.6, | -49.3, | -49.7, | 22 | 12.0, | 141.9, | 111.2, | -37.7, | -46.6, |
| 23 | 12.0, | 139.5, | 97.4, | -25.0, | -42.1, | 24 | 12.0, | 132.9, | 80.7, | -11.5, | -36.3, |
| 25 | 12.0, | 131.1, | 82.2, | -3.9, | -29.2, | 26 | 12.0, | 135.8, | 92.1, | 0.7, | -21.0, |
| 27 | 12.0, | 136.4, | 109.4, | -4.9, | -12.2, | 28 | 12.0, | 132.9, | 123.4, | -10.4, | -3.0, |
| 29 | 12.0, | 128.4, | 133.7, | -15.6, | 4.7, | 30 | 12.0, | 121.6, | 139.9, | -20.2, | 11.5, |
| 31 | 12.0, | 111.2, | 141.9, | -24.3, | 17.9, | 32 | 12.0, | 97.4, | 139.5, | -27.7, | 23.8, |
| 33 | 12.0, | 80.7, | 132.9, | -30.2, | 28.9, | 34 | 12.0, | 82.2, | 131.1, | -36.3, | 37.2, |
| 35 | 12.0, | 92.1, | 135.8, | -46.9, | 46.8, | 36 | 12.0, | 109.4, | 136.4, | -56.0, | 49.8, |

SOURCE ID: IM1GI03O

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -70.4, | 53.0, | 2 | 12.0, | 133.7, | 128.4, | -76.1, | 51.8, |
| 3 | 12.0, | 139.9, | 121.6, | -79.5, | 48.9, | 4 | 12.0, | 141.9, | 111.2, | -80.4, | 44.6, |
| 5 | 12.0, | 139.5, | 97.4, | -78.9, | 38.9, | 6 | 12.0, | 132.9, | 80.7, | -75.0, | 32.0, |
| 7 | 12.0, | 131.1, | 82.2, | -83.2, | 24.0, | 8 | 12.0, | 135.8, | 92.1, | -96.8, | 15.0, |
| 9 | 12.0, | 136.4, | 109.4, | -107.4, | 5.6, | 10 | 12.0, | 132.9, | 123.4, | -114.8, | -4.0, |
| 11 | 12.0, | 128.4, | 133.7, | -118.6, | -11.9, | 12 | 12.0, | 121.6, | 139.9, | -118.9, | -18.7, |
| 13 | 12.0, | 111.2, | 141.9, | -115.5, | -24.8, | 14 | 12.0, | 97.4, | 139.5, | -108.6, | -30.2, |
| 15 | 12.0, | 80.7, | 132.9, | -98.5, | -34.7, | 16 | 12.0, | 82.2, | 131.1, | -89.5, | -42.2, |
| 17 | 12.0, | 92.1, | 135.8, | -82.9, | -50.8, | 18 | 12.0, | 109.4, | 136.4, | -73.8, | -52.7, |
| 19 | 12.0, | 123.4, | 132.9, | -62.4, | -53.0, | 20 | 12.0, | 133.7, | 128.4, | -52.2, | -51.8, |
| 21 | 12.0, | 139.9, | 121.6, | -42.2, | -48.9, | 22 | 12.0, | 141.9, | 111.2, | -30.8, | -44.6, |
| 23 | 12.0, | 139.5, | 97.4, | -18.5, | -38.9, | 24 | 12.0, | 132.9, | 80.7, | -5.6, | -32.0, |
| 25 | 12.0, | 131.1, | 82.2, | 1.1, | -24.0, | 26 | 12.0, | 135.8, | 92.1, | 4.7, | -15.0, |
| 27 | 12.0, | 136.4, | 109.4, | -2.0, | -5.6, | 28 | 12.0, | 132.9, | 123.4, | -8.7, | 4.0, |
| 29 | 12.0, | 128.4, | 133.7, | -15.1, | 11.9, | 30 | 12.0, | 121.6, | 139.9, | -21.0, | 18.7, |
| 31 | 12.0, | 111.2, | 141.9, | -26.3, | 24.8, | 32 | 12.0, | 97.4, | 139.5, | -30.9, | 30.2, |
| 33 | 12.0, | 80.7, | 132.9, | -34.4, | 34.7, | 34 | 12.0, | 82.2, | 131.1, | -41.5, | 42.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | 12.0, | 92.1, | 135.8, | -52.9, | 50.8, | 36 | 12.0, | 109.4, | 136.4, | -62.6, | 52.7, |

SOURCE ID: IM1GI03P

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -76.8, | 49.3, | 2 | 12.0, | 133.7, | 128.4, | -81.7, | 47.0, |
| 3 | 12.0, | 139.9, | 121.6, | -84.1, | 43.2, | 4 | 12.0, | 141.9, | 111.2, | -84.0, | 38.1, |
| 5 | 12.0, | 139.5, | 97.4, | -81.4, | 31.9, | 6 | 12.0, | 132.9, | 80.7, | -76.2, | 24.8, |
| 7 | 12.0, | 131.1, | 82.2, | -83.2, | 16.6, | 8 | 12.0, | 135.8, | 92.1, | -95.4, | 7.8, |
| 9 | 12.0, | 136.4, | 109.4, | -104.8, | -1.3, | 10 | 12.0, | 132.9, | 123.4, | -111.0, | -10.3, |
| 11 | 12.0, | 128.4, | 133.7, | -113.8, | -17.5, | 12 | 12.0, | 121.6, | 139.9, | -113.2, | -23.3, |
| 13 | 12.0, | 111.2, | 141.9, | -109.1, | -28.4, | 14 | 12.0, | 97.4, | 139.5, | -101.7, | -32.6, |
| 15 | 12.0, | 80.7, | 132.9, | -91.2, | -35.9, | 16 | 12.0, | 82.2, | 131.1, | -82.1, | -42.1, |
| 17 | 12.0, | 92.1, | 135.8, | -75.7, | -49.4, | 18 | 12.0, | 109.4, | 136.4, | -66.9, | -50.1, |
| 19 | 12.0, | 123.4, | 132.9, | -56.1, | -49.3, | 20 | 12.0, | 133.7, | 128.4, | -46.7, | -47.0, |
| 21 | 12.0, | 139.9, | 121.6, | -37.5, | -43.2, | 22 | 12.0, | 141.9, | 111.2, | -27.2, | -38.1, |
| 23 | 12.0, | 139.5, | 97.4, | -16.1, | -31.9, | 24 | 12.0, | 132.9, | 80.7, | -4.4, | -24.8, |
| 25 | 12.0, | 131.1, | 82.2, | 1.0, | -16.6, | 26 | 12.0, | 135.8, | 92.1, | 3.4, | -7.8, |
| 27 | 12.0, | 136.4, | 109.4, | -4.6, | 1.3, | 28 | 12.0, | 132.9, | 123.4, | -12.4, | 10.3, |
| 29 | 12.0, | 128.4, | 133.7, | -19.9, | 17.5, | 30 | 12.0, | 121.6, | 139.9, | -26.7, | 23.3, |
| 31 | 12.0, | 111.2, | 141.9, | -32.8, | 28.4, | 32 | 12.0, | 97.4, | 139.5, | -37.8, | 32.6, |
| 33 | 12.0, | 80.7, | 132.9, | -41.7, | 35.9, | 34 | 12.0, | 82.2, | 131.1, | -48.9, | 42.1, |
| 35 | 12.0, | 92.1, | 135.8, | -60.1, | 49.4, | 36 | 12.0, | 109.4, | 136.4, | -69.5, | 50.1, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03Q

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -82.3, | 46.1, | 2 | 12.0, | 133.7, | 128.4, | -86.6, | 42.8, |
| 3 | 12.0, | 139.9, | 121.6, | -88.2, | 38.3, | 4 | 12.0, | 141.9, | 111.2, | -87.2, | 32.6, |
| 5 | 12.0, | 139.5, | 97.4, | -83.5, | 25.9, | 6 | 12.0, | 132.9, | 80.7, | -77.3, | 18.4, |
| 7 | 12.0, | 131.1, | 82.2, | -83.1, | 10.2, | 8 | 12.0, | 135.8, | 92.1, | -94.3, | 1.5, |
| 9 | 12.0, | 136.4, | 109.4, | -102.6, | -7.3, | 10 | 12.0, | 132.9, | 123.4, | -107.8, | -15.9, |
| 11 | 12.0, | 128.4, | 133.7, | -109.7, | -22.4, | 12 | 12.0, | 121.6, | 139.9, | -108.2, | -27.4, |
| 13 | 12.0, | 111.2, | 141.9, | -103.5, | -31.6, | 14 | 12.0, | 97.4, | 139.5, | -95.7, | -34.8, |
| 15 | 12.0, | 80.7, | 132.9, | -84.9, | -37.0, | 16 | 12.0, | 82.2, | 131.1, | -75.7, | -42.1, |
| 17 | 12.0, | 92.1, | 135.8, | -69.4, | -48.3, | 18 | 12.0, | 109.4, | 136.4, | -60.9, | -47.9, |
| 19 | 12.0, | 123.4, | 132.9, | -50.6, | -46.1, | 20 | 12.0, | 133.7, | 128.4, | -41.8, | -42.8, |
| 21 | 12.0, | 139.9, | 121.6, | -33.4, | -38.3, | 22 | 12.0, | 141.9, | 111.2, | -24.0, | -32.6, |
| 23 | 12.0, | 139.5, | 97.4, | -13.9, | -25.9, | 24 | 12.0, | 132.9, | 80.7, | -3.3, | -18.4, |
| 25 | 12.0, | 131.1, | 82.2, | 1.0, | -10.2, | 26 | 12.0, | 135.8, | 92.1, | 2.2, | -1.5, |
| 27 | 12.0, | 136.4, | 109.4, | -6.8, | 7.3, | 28 | 12.0, | 132.9, | 123.4, | -15.6, | 15.9, |
| 29 | 12.0, | 128.4, | 133.7, | -24.0, | 22.4, | 30 | 12.0, | 121.6, | 139.9, | -31.6, | 27.4, |
| 31 | 12.0, | 111.2, | 141.9, | -38.3, | 31.6, | 32 | 12.0, | 97.4, | 139.5, | -43.8, | 34.8, |
| 33 | 12.0, | 80.7, | 132.9, | -48.0, | 37.0, | 34 | 12.0, | 82.2, | 131.1, | -55.3, | 42.1, |
| 35 | 12.0, | 92.1, | 135.8, | -66.4, | 48.3, | 36 | 12.0, | 109.4, | 136.4, | -75.5, | 47.9, |

SOURCE ID: IM1GI03R

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -87.7, | 42.3, | 2 | 12.0, | 133.7, | 128.4, | -91.3, | 38.2, |
| 3 | 12.0, | 139.9, | 121.6, | -92.0, | 32.9, | 4 | 12.0, | 141.9, | 111.2, | -90.0, | 26.6, |
| 5 | 12.0, | 139.5, | 97.4, | -85.2, | 19.5, | 6 | 12.0, | 132.9, | 80.7, | -77.9, | 11.9, |
| 7 | 12.0, | 131.1, | 82.2, | -82.6, | 3.6, | 8 | 12.0, | 135.8, | 92.1, | -92.6, | -4.9, |
| 9 | 12.0, | 136.4, | 109.4, | -99.8, | -13.3, | 10 | 12.0, | 132.9, | 123.4, | -104.0, | -21.3, |
| 11 | 12.0, | 128.4, | 133.7, | -105.0, | -27.1, | 12 | 12.0, | 121.6, | 139.9, | -102.8, | -31.2, |
| 13 | 12.0, | 111.2, | 141.9, | -97.5, | -34.4, | 14 | 12.0, | 97.4, | 139.5, | -89.3, | -36.5, |
| 15 | 12.0, | 80.7, | 132.9, | -78.3, | -37.6, | 16 | 12.0, | 82.2, | 131.1, | -69.1, | -41.5, |
| 17 | 12.0, | 92.1, | 135.8, | -63.0, | -46.6, | 18 | 12.0, | 109.4, | 136.4, | -54.9, | -45.1, |
| 19 | 12.0, | 123.4, | 132.9, | -45.2, | -42.3, | 20 | 12.0, | 133.7, | 128.4, | -37.1, | -38.2, |
| 21 | 12.0, | 139.9, | 121.6, | -29.6, | -32.9, | 22 | 12.0, | 141.9, | 111.2, | -21.2, | -26.6, |
| 23 | 12.0, | 139.5, | 97.4, | -12.2, | -19.5, | 24 | 12.0, | 132.9, | 80.7, | -2.8, | -11.9, |
| 25 | 12.0, | 131.1, | 82.2, | 0.4, | -3.6, | 26 | 12.0, | 135.8, | 92.1, | 0.5, | 4.9, |
| 27 | 12.0, | 136.4, | 109.4, | -9.6, | 13.3, | 28 | 12.0, | 132.9, | 123.4, | -19.4, | 21.3, |
| 29 | 12.0, | 128.4, | 133.7, | -28.7, | 27.1, | 30 | 12.0, | 121.6, | 139.9, | -37.1, | 31.2, |
| 31 | 12.0, | 111.2, | 141.9, | -44.3, | 34.4, | 32 | 12.0, | 97.4, | 139.5, | -50.2, | 36.5, |
| 33 | 12.0, | 80.7, | 132.9, | -54.6, | 37.6, | 34 | 12.0, | 82.2, | 131.1, | -61.9, | 41.5, |
| 35 | 12.0, | 92.1, | 135.8, | -72.8, | 46.6, | 36 | 12.0, | 109.4, | 136.4, | -81.5, | 45.1, |

SOURCE ID: IM1GI03S

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -89.7, | 32.4, | 2 | 12.0, | 133.7, | 128.4, | -91.5, | 28.1, |
| 3 | 12.0, | 139.9, | 121.6, | -90.5, | 22.9, | 4 | 12.0, | 141.9, | 111.2, | -86.8, | 17.0, |
| 5 | 12.0, | 139.5, | 97.4, | -80.4, | 10.7, | 6 | 12.0, | 132.9, | 80.7, | -71.6, | 3.9, |
| 7 | 12.0, | 131.1, | 82.2, | -75.0, | -3.1, | 8 | 12.0, | 135.8, | 92.1, | -84.0, | -10.2, |
| 9 | 12.0, | 136.4, | 109.4, | -90.4, | -17.0, | 10 | 12.0, | 132.9, | 123.4, | -94.1, | -23.3, |
| 11 | 12.0, | 128.4, | 133.7, | -94.9, | -27.3, | 12 | 12.0, | 121.6, | 139.9, | -92.8, | -29.7, |
| 13 | 12.0, | 111.2, | 141.9, | -88.0, | -31.2, | 14 | 12.0, | 97.4, | 139.5, | -80.4, | -31.7, |
| 15 | 12.0, | 80.7, | 132.9, | -70.4, | -31.3, | 16 | 12.0, | 82.2, | 131.1, | -62.4, | -33.9, |
| 17 | 12.0, | 92.1, | 135.8, | -57.7, | -37.9, | 18 | 12.0, | 109.4, | 136.4, | -51.2, | -35.7, |
| 19 | 12.0, | 123.4, | 132.9, | -43.1, | -32.4, | 20 | 12.0, | 133.7, | 128.4, | -36.8, | -28.1, |
| 21 | 12.0, | 139.9, | 121.6, | -31.1, | -22.9, | 22 | 12.0, | 141.9, | 111.2, | -24.4, | -17.0, |
| 23 | 12.0, | 139.5, | 97.4, | -17.0, | -10.7, | 24 | 12.0, | 132.9, | 80.7, | -9.1, | -3.9, |
| 25 | 12.0, | 131.1, | 82.2, | -7.2, | 3.1, | 26 | 12.0, | 135.8, | 92.1, | -8.1, | 10.2, |
| 27 | 12.0, | 136.4, | 109.4, | -19.0, | 17.0, | 28 | 12.0, | 132.9, | 123.4, | -29.3, | 23.3, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 | 12.0, | 128.4, | 133.7, | -38.8, | 27.3, | 30 | 12.0, | 121.6, | 139.9, | -47.0, | 29.7, |
| 31 | 12.0, | 111.2, | 141.9, | -53.9, | 31.2, | 32 | 12.0, | 97.4, | 139.5, | -59.1, | 31.7, |
| 33 | 12.0, | 80.7, | 132.9, | -62.5, | 31.3, | 34 | 12.0, | 82.2, | 131.1, | -68.6, | 33.9, |
| 35 | 12.0, | 92.1, | 135.8, | -78.1, | 37.9, | 36 | 12.0, | 109.4, | 136.4, | -85.2, | 35.7, |

SOURCE ID: IM1GI03T

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -50.0, | 62.0, | 2 | 12.0, | 133.7, | 128.4, | -57.5, | 64.2, |
| 3 | 12.0, | 139.9, | 121.6, | -63.3, | 64.3, | 4 | 12.0, | 141.9, | 111.2, | -67.2, | 62.6, |
| 5 | 12.0, | 139.5, | 97.4, | -69.0, | 58.9, | 6 | 12.0, | 132.9, | 80.7, | -68.8, | 53.5, |
| 7 | 12.0, | 131.1, | 82.2, | -80.8, | 46.2, | 8 | 12.0, | 135.8, | 92.1, | -98.2, | 37.3, |
| 9 | 12.0, | 136.4, | 109.4, | -112.7, | 27.3, | 10 | 12.0, | 132.9, | 123.4, | -123.7, | 16.5, |
| 11 | 12.0, | 128.4, | 133.7, | -131.0, | 6.7, | 12 | 12.0, | 121.6, | 139.9, | -134.3, | -2.5, |
| 13 | 12.0, | 111.2, | 141.9, | -133.5, | -11.6, | 14 | 12.0, | 97.4, | 139.5, | -128.7, | -20.3, |
| 15 | 12.0, | 80.7, | 132.9, | -119.9, | -28.4, | 16 | 12.0, | 82.2, | 131.1, | -111.7, | -39.7, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 12.0, | 109.4, | 136.4, | -95.5, | -58.0, |
| 19 | 12.0, | 123.4, | 132.9, | -82.9, | -62.0, | 20 | 12.0, | 133.7, | 128.4, | -70.8, | -64.2, |
| 21 | 12.0, | 139.9, | 121.6, | -58.3, | -64.3, | 22 | 12.0, | 141.9, | 111.2, | -44.0, | -62.6, |
| 23 | 12.0, | 139.5, | 97.4, | -28.4, | -58.9, | 24 | 12.0, | 132.9, | 80.7, | -11.9, | -53.5, |
| 25 | 12.0, | 131.1, | 82.2, | -1.4, | -46.2, | 26 | 12.0, | 135.8, | 92.1, | 6.2, | -37.3, |
| 27 | 12.0, | 136.4, | 109.4, | 3.3, | -27.3, | 28 | 12.0, | 132.9, | 123.4, | 0.3, | -16.5, |
| 29 | 12.0, | 128.4, | 133.7, | -2.7, | -6.7, | 30 | 12.0, | 121.6, | 139.9, | -5.6, | 2.5, |
| 31 | 12.0, | 111.2, | 141.9, | -8.3, | 11.6, | 32 | 12.0, | 97.4, | 139.5, | -10.8, | 20.3, |
| 33 | 12.0, | 80.7, | 132.9, | -13.0, | 28.4, | 34 | 12.0, | 82.2, | 131.1, | -19.4, | 39.7, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 12.0, | 109.4, | 136.4, | -40.9, | 58.0, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03U

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -54.8, | 58.4, | 2 | 12.0, | 133.7, | 128.4, | -61.7, | 59.8, |
| 3 | 12.0, | 139.9, | 121.6, | -66.6, | 59.3, | 4 | 12.0, | 141.9, | 111.2, | -69.6, | 57.0, |
| 5 | 12.0, | 139.5, | 97.4, | -70.4, | 53.0, | 6 | 12.0, | 132.9, | 80.7, | -69.1, | 47.4, |
| 7 | 12.0, | 131.1, | 82.2, | -80.1, | 40.2, | 8 | 12.0, | 135.8, | 92.1, | -96.5, | 31.5, |
| 9 | 12.0, | 136.4, | 109.4, | -110.0, | 21.9, | 10 | 12.0, | 132.9, | 123.4, | -120.1, | 11.6, |
| 11 | 12.0, | 128.4, | 133.7, | -126.6, | 2.5, | 12 | 12.0, | 121.6, | 139.9, | -129.3, | -5.8, |
| 13 | 12.0, | 111.2, | 141.9, | -128.0, | -14.0, | 14 | 12.0, | 97.4, | 139.5, | -122.8, | -21.7, |
| 15 | 12.0, | 80.7, | 132.9, | -113.9, | -28.8, | 16 | 12.0, | 82.2, | 131.1, | -105.7, | -39.0, |
| 17 | 12.0, | 92.1, | 135.8, | -99.4, | -50.5, | 18 | 12.0, | 109.4, | 136.4, | -90.1, | -55.3, |
| 19 | 12.0, | 123.4, | 132.9, | -78.0, | -58.4, | 20 | 12.0, | 133.7, | 128.4, | -66.7, | -59.8, |
| 21 | 12.0, | 139.9, | 121.6, | -55.0, | -59.3, | 22 | 12.0, | 141.9, | 111.2, | -41.6, | -57.0, |
| 23 | 12.0, | 139.5, | 97.4, | -27.0, | -53.0, | 24 | 12.0, | 132.9, | 80.7, | -11.5, | -47.4, |
| 25 | 12.0, | 131.1, | 82.2, | -2.0, | -40.2, | 26 | 12.0, | 135.8, | 92.1, | 4.5, | -31.5, |
| 27 | 12.0, | 136.4, | 109.4, | 0.6, | -21.9, | 28 | 12.0, | 132.9, | 123.4, | -3.3, | -11.6, |
| 29 | 12.0, | 128.4, | 133.7, | -7.1, | -2.5, | 30 | 12.0, | 121.6, | 139.9, | -10.6, | 5.8, |
| 31 | 12.0, | 111.2, | 141.9, | -13.9, | 14.0, | 32 | 12.0, | 97.4, | 139.5, | -16.7, | 21.7, |
| 33 | 12.0, | 80.7, | 132.9, | -19.0, | 28.8, | 34 | 12.0, | 82.2, | 131.1, | -25.4, | 39.0, |
| 35 | 12.0, | 92.1, | 135.8, | -36.4, | 50.5, | 36 | 12.0, | 109.4, | 136.4, | -46.3, | 55.3, |

SOURCE ID: IM1GI03V

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -59.6, | 54.8, | 2 | 12.0, | 133.7, | 128.4, | -65.7, | 55.4, |
| 3 | 12.0, | 139.9, | 121.6, | -69.9, | 54.3, | 4 | 12.0, | 141.9, | 111.2, | -71.9, | 51.6, |
| 5 | 12.0, | 139.5, | 97.4, | -71.8, | 47.2, | 6 | 12.0, | 132.9, | 80.7, | -69.5, | 41.5, |
| 7 | 12.0, | 131.1, | 82.2, | -79.4, | 34.3, | 8 | 12.0, | 135.8, | 92.1, | -94.8, | 25.8, |
| 9 | 12.0, | 136.4, | 109.4, | -107.3, | 16.6, | 10 | 12.0, | 132.9, | 123.4, | -116.6, | 6.9, |
| 11 | 12.0, | 128.4, | 133.7, | -122.3, | -1.6, | 12 | 12.0, | 121.6, | 139.9, | -124.3, | -9.1, |
| 13 | 12.0, | 111.2, | 141.9, | -122.5, | -16.3, | 14 | 12.0, | 97.4, | 139.5, | -117.0, | -23.1, |
| 15 | 12.0, | 80.7, | 132.9, | -108.0, | -29.1, | 16 | 12.0, | 82.2, | 131.1, | -99.8, | -38.3, |
| 17 | 12.0, | 92.1, | 135.8, | -93.7, | -48.8, | 18 | 12.0, | 109.4, | 136.4, | -84.8, | -52.6, |
| 19 | 12.0, | 123.4, | 132.9, | -73.3, | -54.8, | 20 | 12.0, | 133.7, | 128.4, | -62.6, | -55.4, |
| 21 | 12.0, | 139.9, | 121.6, | -51.8, | -54.3, | 22 | 12.0, | 141.9, | 111.2, | -39.3, | -51.6, |
| 23 | 12.0, | 139.5, | 97.4, | -25.7, | -47.2, | 24 | 12.0, | 132.9, | 80.7, | -11.2, | -41.5, |
| 25 | 12.0, | 131.1, | 82.2, | -2.8, | -34.3, | 26 | 12.0, | 135.8, | 92.1, | 2.7, | -25.8, |
| 27 | 12.0, | 136.4, | 109.4, | -2.1, | -16.6, | 28 | 12.0, | 132.9, | 123.4, | -6.9, | -6.9, |
| 29 | 12.0, | 128.4, | 133.7, | -11.4, | 1.6, | 30 | 12.0, | 121.6, | 139.9, | -15.6, | 9.1, |
| 31 | 12.0, | 111.2, | 141.9, | -19.4, | 16.3, | 32 | 12.0, | 97.4, | 139.5, | -22.5, | 23.1, |
| 33 | 12.0, | 80.7, | 132.9, | -24.9, | 29.1, | 34 | 12.0, | 82.2, | 131.1, | -31.2, | 38.3, |
| 35 | 12.0, | 92.1, | 135.8, | -42.1, | 48.8, | 36 | 12.0, | 109.4, | 136.4, | -51.6, | 52.6, |

SOURCE ID: IM1GI03W

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -69.2, | 47.7, | 2 | 12.0, | 133.7, | 128.4, | -73.9, | 46.7, |
| 3 | 12.0, | 139.9, | 121.6, | -76.5, | 44.3, | 4 | 12.0, | 141.9, | 111.2, | -76.6, | 40.6, |
| 5 | 12.0, | 139.5, | 97.4, | -74.5, | 35.6, | 6 | 12.0, | 132.9, | 80.7, | -70.1, | 29.5, |
| 7 | 12.0, | 131.1, | 82.2, | -78.0, | 22.4, | 8 | 12.0, | 135.8, | 92.1, | -91.3, | 14.4, |
| 9 | 12.0, | 136.4, | 109.4, | -101.9, | 5.9, | 10 | 12.0, | 132.9, | 123.4, | -109.4, | -2.7, |
| 11 | 12.0, | 128.4, | 133.7, | -113.5, | -9.8, | 12 | 12.0, | 121.6, | 139.9, | -114.2, | -15.6, |
| 13 | 12.0, | 111.2, | 141.9, | -111.5, | -21.0, | 14 | 12.0, | 97.4, | 139.5, | -105.3, | -25.8, |
| 15 | 12.0, | 80.7, | 132.9, | -96.0, | -29.8, | 16 | 12.0, | 82.2, | 131.1, | -87.9, | -36.9, |
| 17 | 12.0, | 92.1, | 135.8, | -82.2, | -45.3, | 18 | 12.0, | 109.4, | 136.4, | -74.1, | -47.2, |
| 19 | 12.0, | 123.4, | 132.9, | -63.7, | -47.7, | 20 | 12.0, | 133.7, | 128.4, | -54.4, | -46.7, |
| 21 | 12.0, | 139.9, | 121.6, | -45.2, | -44.3, | 22 | 12.0, | 141.9, | 111.2, | -34.6, | -40.6, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | 12.0, | 139.5, | 97.4, | -22.9, | -35.6, | 24 | 12.0, | 132.9, | 80.7, | -10.6, | -29.5, |
| 25 | 12.0, | 131.1, | 82.2, | -4.2, | -22.4, | 26 | 12.0, | 135.8, | 92.1, | -0.7, | -14.4, |
| 27 | 12.0, | 136.4, | 109.4, | -7.5, | -5.9, | 28 | 12.0, | 132.9, | 123.4, | -14.0, | 2.7, |
| 29 | 12.0, | 128.4, | 133.7, | -20.2, | 9.8, | 30 | 12.0, | 121.6, | 139.9, | -25.7, | 15.6, |
| 31 | 12.0, | 111.2, | 141.9, | -30.4, | 21.0, | 32 | 12.0, | 97.4, | 139.5, | -34.2, | 25.8, |
| 33 | 12.0, | 80.7, | 132.9, | -36.9, | 29.8, | 34 | 12.0, | 82.2, | 131.1, | -43.1, | 36.9, |
| 35 | 12.0, | 92.1, | 135.8, | -53.5, | 45.3, | 36 | 12.0, | 109.4, | 136.4, | -62.3, | 47.2, |

SOURCE ID: IM1GI03X

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -74.0, | 44.1, | 2 | 12.0, | 133.7, | 128.4, | -78.1, | 42.3, |
| 3 | 12.0, | 139.9, | 121.6, | -79.8, | 39.3, | 4 | 12.0, | 141.9, | 111.2, | -79.0, | 35.0, |
| 5 | 12.0, | 139.5, | 97.4, | -75.9, | 29.7, | 6 | 12.0, | 132.9, | 80.7, | -70.5, | 23.5, |
| 7 | 12.0, | 131.1, | 82.2, | -77.3, | 16.4, | 8 | 12.0, | 135.8, | 92.1, | -89.6, | 8.6, |
| 9 | 12.0, | 136.4, | 109.4, | -99.2, | 0.5, | 10 | 12.0, | 132.9, | 123.4, | -105.8, | -7.6, |
| 11 | 12.0, | 128.4, | 133.7, | -109.2, | -13.9, | 12 | 12.0, | 121.6, | 139.9, | -109.2, | -19.0, |
| 13 | 12.0, | 111.2, | 141.9, | -106.0, | -23.4, | 14 | 12.0, | 97.4, | 139.5, | -99.5, | -27.2, |
| 15 | 12.0, | 80.7, | 132.9, | -90.0, | -30.2, | 16 | 12.0, | 82.2, | 131.1, | -81.9, | -36.2, |
| 17 | 12.0, | 92.1, | 135.8, | -76.5, | -43.6, | 18 | 12.0, | 109.4, | 136.4, | -68.7, | -44.5, |
| 19 | 12.0, | 123.4, | 132.9, | -58.8, | -44.1, | 20 | 12.0, | 133.7, | 128.4, | -50.3, | -42.3, |
| 21 | 12.0, | 139.9, | 121.6, | -41.8, | -39.3, | 22 | 12.0, | 141.9, | 111.2, | -32.2, | -35.0, |
| 23 | 12.0, | 139.5, | 97.4, | -21.5, | -29.7, | 24 | 12.0, | 132.9, | 80.7, | -10.2, | -23.5, |
| 25 | 12.0, | 131.1, | 82.2, | -4.9, | -16.4, | 26 | 12.0, | 135.8, | 92.1, | -2.5, | -8.6, |
| 27 | 12.0, | 136.4, | 109.4, | -10.2, | -0.5, | 28 | 12.0, | 132.9, | 123.4, | -17.6, | 7.6, |
| 29 | 12.0, | 128.4, | 133.7, | -24.5, | 13.9, | 30 | 12.0, | 121.6, | 139.9, | -30.7, | 19.0, |
| 31 | 12.0, | 111.2, | 141.9, | -35.9, | 23.4, | 32 | 12.0, | 97.4, | 139.5, | -40.0, | 27.2, |
| 33 | 12.0, | 80.7, | 132.9, | -42.9, | 30.2, | 34 | 12.0, | 82.2, | 131.1, | -49.1, | 36.2, |
| 35 | 12.0, | 92.1, | 135.8, | -59.3, | 43.6, | 36 | 12.0, | 109.4, | 136.4, | -67.7, | 44.5, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI03Y

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -78.9, | 40.5, | 2 | 12.0, | 133.7, | 128.4, | -82.2, | 37.9, |
| 3 | 12.0, | 139.9, | 121.6, | -83.1, | 34.2, | 4 | 12.0, | 141.9, | 111.2, | -81.5, | 29.5, |
| 5 | 12.0, | 139.5, | 97.4, | -77.3, | 23.8, | 6 | 12.0, | 132.9, | 80.7, | -70.8, | 17.5, |
| 7 | 12.0, | 131.1, | 82.2, | -76.6, | 10.4, | 8 | 12.0, | 135.8, | 92.1, | -87.9, | 2.8, |
| 9 | 12.0, | 136.4, | 109.4, | -96.5, | -4.9, | 10 | 12.0, | 132.9, | 123.4, | -102.2, | -12.4, |
| 11 | 12.0, | 128.4, | 133.7, | -104.8, | -18.1, | 12 | 12.0, | 121.6, | 139.9, | -104.2, | -22.3, |
| 13 | 12.0, | 111.2, | 141.9, | -100.4, | -25.8, | 14 | 12.0, | 97.4, | 139.5, | -93.6, | -28.6, |
| 15 | 12.0, | 80.7, | 132.9, | -83.9, | -30.5, | 16 | 12.0, | 82.2, | 131.1, | -75.9, | -35.5, |
| 17 | 12.0, | 92.1, | 135.8, | -70.7, | -41.8, | 18 | 12.0, | 109.4, | 136.4, | -63.3, | -41.8, |
| 19 | 12.0, | 123.4, | 132.9, | -54.0, | -40.5, | 20 | 12.0, | 133.7, | 128.4, | -46.1, | -37.9, |
| 21 | 12.0, | 139.9, | 121.6, | -38.5, | -34.2, | 22 | 12.0, | 141.9, | 111.2, | -29.8, | -29.5, |
| 23 | 12.0, | 139.5, | 97.4, | -20.1, | -23.8, | 24 | 12.0, | 132.9, | 80.7, | -9.8, | -17.5, |
| 25 | 12.0, | 131.1, | 82.2, | -5.6, | -10.4, | 26 | 12.0, | 135.8, | 92.1, | -4.2, | -2.8, |
| 27 | 12.0, | 136.4, | 109.4, | -12.9, | 4.9, | 28 | 12.0, | 132.9, | 123.4, | -21.2, | 12.4, |
| 29 | 12.0, | 128.4, | 133.7, | -28.9, | 18.1, | 30 | 12.0, | 121.6, | 139.9, | -35.7, | 22.3, |
| 31 | 12.0, | 111.2, | 141.9, | -41.4, | 25.8, | 32 | 12.0, | 97.4, | 139.5, | -45.9, | 28.6, |
| 33 | 12.0, | 80.7, | 132.9, | -49.0, | 30.5, | 34 | 12.0, | 82.2, | 131.1, | -55.1, | 35.5, |
| 35 | 12.0, | 92.1, | 135.8, | -65.1, | 41.8, | 36 | 12.0, | 109.4, | 136.4, | -73.1, | 41.8, |

SOURCE ID: IM1GI03Z

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -83.6, | 36.9, | 2 | 12.0, | 133.7, | 128.4, | -86.3, | 33.6, |
| 3 | 12.0, | 139.9, | 121.6, | -86.3, | 29.2, | 4 | 12.0, | 141.9, | 111.2, | -83.8, | 24.0, |
| 5 | 12.0, | 139.5, | 97.4, | -78.7, | 18.1, | 6 | 12.0, | 132.9, | 80.7, | -71.2, | 11.5, |
| 7 | 12.0, | 131.1, | 82.2, | -75.9, | 4.5, | 8 | 12.0, | 135.8, | 92.1, | -86.1, | -2.9, |
| 9 | 12.0, | 136.4, | 109.4, | -93.8, | -10.2, | 10 | 12.0, | 132.9, | 123.4, | -98.6, | -17.2, |
| 11 | 12.0, | 128.4, | 133.7, | -100.4, | -22.1, | 12 | 12.0, | 121.6, | 139.9, | -99.2, | -25.5, |
| 13 | 12.0, | 111.2, | 141.9, | -94.9, | -28.2, | 14 | 12.0, | 97.4, | 139.5, | -87.8, | -29.9, |
| 15 | 12.0, | 80.7, | 132.9, | -78.0, | -30.8, | 16 | 12.0, | 82.2, | 131.1, | -70.0, | -34.8, |
| 17 | 12.0, | 92.1, | 135.8, | -65.0, | -40.1, | 18 | 12.0, | 109.4, | 136.4, | -58.0, | -39.1, |
| 19 | 12.0, | 123.4, | 132.9, | -49.2, | -36.9, | 20 | 12.0, | 133.7, | 128.4, | -42.1, | -33.6, |
| 21 | 12.0, | 139.9, | 121.6, | -35.3, | -29.2, | 22 | 12.0, | 141.9, | 111.2, | -27.4, | -24.0, |
| 23 | 12.0, | 139.5, | 97.4, | -18.8, | -18.1, | 24 | 12.0, | 132.9, | 80.7, | -9.5, | -11.5, |
| 25 | 12.0, | 131.1, | 82.2, | -6.3, | -4.5, | 26 | 12.0, | 135.8, | 92.1, | -5.9, | 2.9, |
| 27 | 12.0, | 136.4, | 109.4, | -15.6, | 10.2, | 28 | 12.0, | 132.9, | 123.4, | -24.8, | 17.2, |
| 29 | 12.0, | 128.4, | 133.7, | -33.3, | 22.1, | 30 | 12.0, | 121.6, | 139.9, | -40.7, | 25.5, |
| 31 | 12.0, | 111.2, | 141.9, | -46.9, | 28.2, | 32 | 12.0, | 97.4, | 139.5, | -51.7, | 29.9, |
| 33 | 12.0, | 80.7, | 132.9, | -54.9, | 30.8, | 34 | 12.0, | 82.2, | 131.1, | -61.0, | 34.8, |
| 35 | 12.0, | 92.1, | 135.8, | -70.8, | 40.1, | 36 | 12.0, | 109.4, | 136.4, | -78.4, | 39.1, |

SOURCE ID: IM1GI040

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -58.2, | 61.4, | 2 | 12.0, | 133.7, | 128.4, | -65.5, | 62.1, |
| 3 | 12.0, | 139.9, | 121.6, | -70.8, | 60.9, | 4 | 12.0, | 141.9, | 111.2, | -74.0, | 57.9, |
| 5 | 12.0, | 139.5, | 97.4, | -74.9, | 53.2, | 6 | 12.0, | 132.9, | 80.7, | -73.6, | 46.8, |
| 7 | 12.0, | 131.1, | 82.2, | -84.4, | 38.7, | 8 | 12.0, | 135.8, | 92.1, | -100.5, | 29.4, |
| 9 | 12.0, | 136.4, | 109.4, | -113.5, | 19.1, | 10 | 12.0, | 132.9, | 123.4, | -123.1, | 8.2, |
| 11 | 12.0, | 128.4, | 133.7, | -129.0, | -1.3, | 12 | 12.0, | 121.6, | 139.9, | -130.9, | -10.0, |
| 13 | 12.0, | 111.2, | 141.9, | -128.9, | -18.4, | 14 | 12.0, | 97.4, | 139.5, | -122.9, | -26.2, |
| 15 | 12.0, | 80.7, | 132.9, | -113.2, | -33.2, | 16 | 12.0, | 82.2, | 131.1, | -104.3, | -43.3, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 12.0, | 109.4, | 136.4, | -87.3, | -58.8, |
| 19 | 12.0, | 123.4, | 132.9, | -74.7, | -61.4, | 20 | 12.0, | 133.7, | 128.4, | -62.8, | -62.1, |
| 21 | 12.0, | 139.9, | 121.6, | -50.8, | -60.9, | 22 | 12.0, | 141.9, | 111.2, | -37.2, | -57.9, |
| 23 | 12.0, | 139.5, | 97.4, | -22.5, | -53.2, | 24 | 12.0, | 132.9, | 80.7, | -7.1, | -46.8, |
| 25 | 12.0, | 131.1, | 82.2, | 2.2, | -38.7, | 26 | 12.0, | 135.8, | 92.1, | 8.4, | -29.4, |
| 27 | 12.0, | 136.4, | 109.4, | 4.1, | -19.1, | 28 | 12.0, | 132.9, | 123.4, | -0.3, | -8.2, |
| 29 | 12.0, | 128.4, | 133.7, | -4.7, | 1.3, | 30 | 12.0, | 121.6, | 139.9, | -9.0, | 10.0, |
| 31 | 12.0, | 111.2, | 141.9, | -13.0, | 18.4, | 32 | 12.0, | 97.4, | 139.5, | -16.6, | 26.2, |
| 33 | 12.0, | 80.7, | 132.9, | -19.7, | 33.2, | 34 | 12.0, | 82.2, | 131.1, | -26.8, | 43.3, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 12.0, | 109.4, | 136.4, | -49.1, | 58.8, |

SOURCE ID: IM1GI041

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 123.4, | 132.9, | -62.9, | 57.8, | 2 | 12.0, | 133.7, | 128.4, | -69.5, | 57.8, |
| 3 | 12.0, | 139.9, | 121.6, | -74.1, | 56.0, | 4 | 12.0, | 141.9, | 111.2, | -76.3, | 52.5, |
| 5 | 12.0, | 139.5, | 97.4, | -76.3, | 47.4, | 6 | 12.0, | 132.9, | 80.7, | -73.9, | 40.8, |
| 7 | 12.0, | 131.1, | 82.2, | -83.6, | 32.8, | 8 | 12.0, | 135.8, | 92.1, | -98.7, | 23.7, |
| 9 | 12.0, | 136.4, | 109.4, | -110.8, | 13.8, | 10 | 12.0, | 132.9, | 123.4, | -119.5, | 3.5, |
| 11 | 12.0, | 128.4, | 133.7, | -124.6, | -5.4, | 12 | 12.0, | 121.6, | 139.9, | -125.9, | -13.2, |
| 13 | 12.0, | 111.2, | 141.9, | -123.4, | -20.7, | 14 | 12.0, | 97.4, | 139.5, | -117.1, | -27.5, |
| 15 | 12.0, | 80.7, | 132.9, | -107.3, | -33.5, | 16 | 12.0, | 82.2, | 131.1, | -98.4, | -42.5, |
| 17 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 18 | 12.0, | 109.4, | 136.4, | -82.0, | -56.1, |
| 19 | 12.0, | 123.4, | 132.9, | -69.9, | -57.8, | 20 | 12.0, | 133.7, | 128.4, | -58.8, | -57.8, |
| 21 | 12.0, | 139.9, | 121.6, | -47.6, | -56.0, | 22 | 12.0, | 141.9, | 111.2, | -34.9, | -52.5, |
| 23 | 12.0, | 139.5, | 97.4, | -21.2, | -47.4, | 24 | 12.0, | 132.9, | 80.7, | -6.8, | -40.8, |
| 25 | 12.0, | 131.1, | 82.2, | 1.5, | -32.8, | 26 | 12.0, | 135.8, | 92.1, | 6.7, | -23.7, |
| 27 | 12.0, | 136.4, | 109.4, | 1.4, | -13.8, | 28 | 12.0, | 132.9, | 123.4, | -3.9, | -3.5, |
| 29 | 12.0, | 128.4, | 133.7, | -9.1, | 5.4, | 30 | 12.0, | 121.6, | 139.9, | -14.0, | 13.2, |
| 31 | 12.0, | 111.2, | 141.9, | -18.5, | 20.7, | 32 | 12.0, | 97.4, | 139.5, | -22.4, | 27.5, |
| 33 | 12.0, | 80.7, | 132.9, | -25.6, | 33.5, | 34 | 12.0, | 82.2, | 131.1, | -32.7, | 42.5, |
| 35 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 36 | 12.0, | 109.4, | 136.4, | -54.4, | 56.1, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI045

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -56.2, | 26.2, | 2 | 12.0, | 72.3, | 67.3, | -63.7, | 21.4, |
| 3 | 12.0, | 76.2, | 71.9, | -69.3, | 15.9, | 4 | 12.0, | 77.7, | 74.2, | -72.8, | 9.9, |
| 5 | 12.0, | 77.0, | 74.4, | -74.0, | 3.6, | 6 | 12.0, | 73.8, | 72.3, | -73.0, | -2.8, |
| 7 | 12.0, | 68.5, | 67.9, | -69.8, | -9.1, | 8 | 12.0, | 61.0, | 61.5, | -64.5, | -15.1, |
| 9 | 12.0, | 52.2, | 58.1, | -59.3, | -20.9, | 10 | 12.0, | 60.7, | 66.2, | -59.3, | -25.9, |
| 11 | 12.0, | 67.3, | 72.3, | -57.5, | -30.1, | 12 | 12.0, | 71.9, | 76.2, | -54.0, | -33.4, |
| 13 | 12.0, | 74.2, | 77.7, | -48.8, | -35.6, | 14 | 12.0, | 74.4, | 77.0, | -42.1, | -36.8, |
| 15 | 12.0, | 72.3, | 73.8, | -34.1, | -36.9, | 16 | 12.0, | 67.9, | 68.5, | -25.2, | -35.9, |
| 17 | 12.0, | 61.5, | 61.0, | -15.4, | -33.7, | 18 | 12.0, | 58.1, | 52.2, | -5.2, | -30.2, |
| 19 | 12.0, | 66.2, | 60.7, | -4.4, | -26.2, | 20 | 12.0, | 72.3, | 67.3, | -3.5, | -21.4, |
| 21 | 12.0, | 76.2, | 71.9, | -2.5, | -15.9, | 22 | 12.0, | 77.7, | 74.2, | -1.5, | -9.9, |
| 23 | 12.0, | 77.0, | 74.4, | -0.4, | -3.6, | 24 | 12.0, | 73.8, | 72.3, | 0.8, | 2.8, |
| 25 | 12.0, | 68.5, | 67.9, | 1.9, | 9.1, | 26 | 12.0, | 61.0, | 61.5, | 2.9, | 15.1, |
| 27 | 12.0, | 52.2, | 58.1, | 1.2, | 20.9, | 28 | 12.0, | 60.7, | 66.2, | -6.9, | 25.9, |
| 29 | 12.0, | 67.3, | 72.3, | -14.8, | 30.1, | 30 | 12.0, | 71.9, | 76.2, | -22.2, | 33.4, |
| 31 | 12.0, | 74.2, | 77.7, | -29.0, | 35.6, | 32 | 12.0, | 74.4, | 77.0, | -34.8, | 36.8, |
| 33 | 12.0, | 72.3, | 73.8, | -39.7, | 36.9, | 34 | 12.0, | 67.9, | 68.5, | -43.3, | 35.9, |
| 35 | 12.0, | 61.5, | 61.0, | -45.6, | 33.7, | 36 | 12.0, | 58.1, | 52.2, | -47.0, | 30.2, |

SOURCE ID: IM1GI046

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -51.5, | 27.3, | 2 | 12.0, | 72.3, | 67.3, | -59.3, | 23.3, |
| 3 | 12.0, | 76.2, | 71.9, | -65.3, | 18.5, | 4 | 12.0, | 77.7, | 74.2, | -69.3, | 13.2, |
| 5 | 12.0, | 77.0, | 74.4, | -71.2, | 7.5, | 6 | 12.0, | 73.8, | 72.3, | -70.9, | 1.6, |
| 7 | 12.0, | 68.5, | 67.9, | -68.5, | -4.5, | 8 | 12.0, | 61.0, | 61.5, | -63.9, | -10.3, |
| 9 | 12.0, | 52.2, | 58.1, | -59.6, | -16.1, | 10 | 12.0, | 60.7, | 66.2, | -60.4, | -21.2, |
| 11 | 12.0, | 67.3, | 72.3, | -59.4, | -25.7, | 12 | 12.0, | 71.9, | 76.2, | -56.6, | -29.4, |
| 13 | 12.0, | 74.2, | 77.7, | -52.1, | -32.2, | 14 | 12.0, | 74.4, | 77.0, | -46.0, | -34.0, |
| 15 | 12.0, | 72.3, | 73.8, | -38.5, | -34.8, | 16 | 12.0, | 67.9, | 68.5, | -29.8, | -34.5, |
| 17 | 12.0, | 61.5, | 61.0, | -20.2, | -33.2, | 18 | 12.0, | 58.1, | 52.2, | -10.0, | -30.6, |
| 19 | 12.0, | 66.2, | 60.7, | -9.1, | -27.3, | 20 | 12.0, | 72.3, | 67.3, | -8.0, | -23.3, |
| 21 | 12.0, | 76.2, | 71.9, | -6.6, | -18.5, | 22 | 12.0, | 77.7, | 74.2, | -5.0, | -13.2, |
| 23 | 12.0, | 77.0, | 74.4, | -3.2, | -7.5, | 24 | 12.0, | 73.8, | 72.3, | -1.4, | -1.6, |
| 25 | 12.0, | 68.5, | 67.9, | 0.5, | 4.5, | 26 | 12.0, | 61.0, | 61.5, | 2.4, | 10.3, |
| 27 | 12.0, | 52.2, | 58.1, | 1.5, | 16.1, | 28 | 12.0, | 60.7, | 66.2, | -5.8, | 21.2, |
| 29 | 12.0, | 67.3, | 72.3, | -12.9, | 25.7, | 30 | 12.0, | 71.9, | 76.2, | -19.6, | 29.4, |
| 31 | 12.0, | 74.2, | 77.7, | -25.7, | 32.2, | 32 | 12.0, | 74.4, | 77.0, | -31.0, | 34.0, |
| 33 | 12.0, | 72.3, | 73.8, | -35.4, | 34.8, | 34 | 12.0, | 67.9, | 68.5, | -38.7, | 34.5, |
| 35 | 12.0, | 61.5, | 61.0, | -40.8, | 33.2, | 36 | 12.0, | 58.1, | 52.2, | -42.2, | 30.6, |

SOURCE ID: IM1GI048

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -46.6, | 27.9, | 2 | 12.0, | 72.3, | 67.3, | -54.5, | 24.7, |
| 3 | 12.0, | 76.2, | 71.9, | -60.8, | 20.8, | 4 | 12.0, | 77.7, | 74.2, | -65.3, | 16.2, |
| 5 | 12.0, | 77.0, | 74.4, | -67.7, | 11.1, | 6 | 12.0, | 73.8, | 72.3, | -68.1, | 5.7, |
| 7 | 12.0, | 68.5, | 67.9, | -66.5, | 0.2, | 8 | 12.0, | 61.0, | 61.5, | -62.8, | -5.4, |
| 9 | 12.0, | 52.2, | 58.1, | -59.3, | -11.1, | 10 | 12.0, | 60.7, | 66.2, | -61.0, | -16.2, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 12.0, | 67.3, | 72.3, | -60.8, | -20.9, | 12 | 12.0, | 71.9, | 76.2, | -58.9, | -24.9, |
| 13 | 12.0, | 74.2, | 77.7, | -55.1, | -28.1, | 14 | 12.0, | 74.4, | 77.0, | -49.6, | -30.5, |
| 15 | 12.0, | 72.3, | 73.8, | -42.6, | -32.0, | 16 | 12.0, | 67.9, | 68.5, | -34.4, | -32.5, |
| 17 | 12.0, | 61.5, | 61.0, | -25.1, | -32.0, | 18 | 12.0, | 58.1, | 52.2, | -15.0, | -30.2, |
| 19 | 12.0, | 66.2, | 60.7, | -14.1, | -27.9, | 20 | 12.0, | 72.3, | 67.3, | -12.8, | -24.7, |
| 21 | 12.0, | 76.2, | 71.9, | -11.0, | -20.8, | 22 | 12.0, | 77.7, | 74.2, | -9.0, | -16.2, |
| 23 | 12.0, | 77.0, | 74.4, | -6.6, | -11.1, | 24 | 12.0, | 73.8, | 72.3, | -4.1, | -5.7, |
| 25 | 12.0, | 68.5, | 67.9, | -1.5, | -0.2, | 26 | 12.0, | 61.0, | 61.5, | 1.2, | 5.4, |
| 27 | 12.0, | 52.2, | 58.1, | 1.2, | 11.1, | 28 | 12.0, | 60.7, | 66.2, | -5.2, | 16.2, |
| 29 | 12.0, | 67.3, | 72.3, | -11.4, | 20.9, | 30 | 12.0, | 71.9, | 76.2, | -17.3, | 24.9, |
| 31 | 12.0, | 74.2, | 77.7, | -22.7, | 28.1, | 32 | 12.0, | 74.4, | 77.0, | -27.3, | 30.5, |
| 33 | 12.0, | 72.3, | 73.8, | -31.2, | 32.0, | 34 | 12.0, | 67.9, | 68.5, | -34.1, | 32.5, |
| 35 | 12.0, | 61.5, | 61.0, | -35.9, | 32.0, | 36 | 12.0, | 58.1, | 52.2, | -37.2, | 30.2, |

SOURCE ID: IM1GI049

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -42.2, | 29.0, | 2 | 12.0, | 72.3, | 67.3, | -50.4, | 26.5, |
| 3 | 12.0, | 76.2, | 71.9, | -57.1, | 23.3, | 4 | 12.0, | 77.7, | 74.2, | -62.0, | 19.3, |
| 5 | 12.0, | 77.0, | 74.4, | -65.1, | 14.8, | 6 | 12.0, | 73.8, | 72.3, | -66.1, | 9.8, |
| 7 | 12.0, | 68.5, | 67.9, | -65.2, | 4.5, | 8 | 12.0, | 61.0, | 61.5, | -62.3, | -1.0, |
| 9 | 12.0, | 52.2, | 58.1, | -59.6, | -6.6, | 10 | 12.0, | 60.7, | 66.2, | -62.1, | -11.9, |
| 11 | 12.0, | 67.3, | 72.3, | -62.7, | -16.8, | 12 | 12.0, | 71.9, | 76.2, | -61.4, | -21.1, |
| 13 | 12.0, | 74.2, | 77.7, | -58.2, | -24.9, | 14 | 12.0, | 74.4, | 77.0, | -53.2, | -27.9, |
| 15 | 12.0, | 72.3, | 73.8, | -46.7, | -30.0, | 16 | 12.0, | 67.9, | 68.5, | -38.7, | -31.2, |
| 17 | 12.0, | 61.5, | 61.0, | -29.6, | -31.5, | 18 | 12.0, | 58.1, | 52.2, | -19.5, | -30.6, |
| 19 | 12.0, | 66.2, | 60.7, | -18.5, | -29.0, | 20 | 12.0, | 72.3, | 67.3, | -16.9, | -26.5, |
| 21 | 12.0, | 76.2, | 71.9, | -14.8, | -23.3, | 22 | 12.0, | 77.7, | 74.2, | -12.2, | -19.3, |
| 23 | 12.0, | 77.0, | 74.4, | -9.3, | -14.8, | 24 | 12.0, | 73.8, | 72.3, | -6.1, | -9.8, |
| 25 | 12.0, | 68.5, | 67.9, | -2.7, | -4.5, | 26 | 12.0, | 61.0, | 61.5, | 0.8, | 1.0, |
| 27 | 12.0, | 52.2, | 58.1, | 1.5, | 6.6, | 28 | 12.0, | 60.7, | 66.2, | -4.1, | 11.9, |
| 29 | 12.0, | 67.3, | 72.3, | -9.6, | 16.8, | 30 | 12.0, | 71.9, | 76.2, | -14.8, | 21.1, |
| 31 | 12.0, | 74.2, | 77.7, | -19.6, | 24.9, | 32 | 12.0, | 74.4, | 77.0, | -23.7, | 27.9, |
| 33 | 12.0, | 72.3, | 73.8, | -27.1, | 30.0, | 34 | 12.0, | 67.9, | 68.5, | -29.8, | 31.2, |
| 35 | 12.0, | 61.5, | 61.0, | -31.4, | 31.5, | 36 | 12.0, | 58.1, | 52.2, | -32.7, | 30.6, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI04A

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -36.4, | 30.3, | 2 | 12.0, | 72.3, | 67.3, | -44.9, | 28.8, |
| 3 | 12.0, | 76.2, | 71.9, | -52.1, | 26.5, | 4 | 12.0, | 77.7, | 74.2, | -57.7, | 23.3, |
| 5 | 12.0, | 77.0, | 74.4, | -61.5, | 19.5, | 6 | 12.0, | 73.8, | 72.3, | -63.5, | 15.0, |
| 7 | 12.0, | 68.5, | 67.9, | -63.5, | 10.1, | 8 | 12.0, | 61.0, | 61.5, | -61.6, | 4.9, |
| 9 | 12.0, | 52.2, | 58.1, | -59.9, | -0.7, | 10 | 12.0, | 60.7, | 66.2, | -63.4, | -6.1, |
| 11 | 12.0, | 67.3, | 72.3, | -65.0, | -11.3, | 12 | 12.0, | 71.9, | 76.2, | -64.6, | -16.2, |
| 13 | 12.0, | 74.2, | 77.7, | -62.2, | -20.6, | 14 | 12.0, | 74.4, | 77.0, | -58.0, | -24.3, |
| 15 | 12.0, | 72.3, | 73.8, | -51.9, | -27.3, | 16 | 12.0, | 67.9, | 68.5, | -44.4, | -29.5, |
| 17 | 12.0, | 61.5, | 61.0, | -35.4, | -30.8, | 18 | 12.0, | 58.1, | 52.2, | -25.4, | -30.9, |
| 19 | 12.0, | 66.2, | 60.7, | -24.2, | -30.3, | 20 | 12.0, | 72.3, | 67.3, | -22.3, | -28.8, |
| 21 | 12.0, | 76.2, | 71.9, | -19.8, | -26.5, | 22 | 12.0, | 77.7, | 74.2, | -16.6, | -23.3, |
| 23 | 12.0, | 77.0, | 74.4, | -12.9, | -19.5, | 24 | 12.0, | 73.8, | 72.3, | -8.8, | -15.0, |
| 25 | 12.0, | 68.5, | 67.9, | -4.5, | -10.1, | 26 | 12.0, | 61.0, | 61.5, | 0.0, | -4.9, |
| 27 | 12.0, | 52.2, | 58.1, | 1.8, | 0.7, | 28 | 12.0, | 60.7, | 66.2, | -2.8, | 6.1, |
| 29 | 12.0, | 67.3, | 72.3, | -7.3, | 11.3, | 30 | 12.0, | 71.9, | 76.2, | -11.6, | 16.2, |
| 31 | 12.0, | 74.2, | 77.7, | -15.5, | 20.6, | 32 | 12.0, | 74.4, | 77.0, | -19.0, | 24.3, |
| 33 | 12.0, | 72.3, | 73.8, | -21.9, | 27.3, | 34 | 12.0, | 67.9, | 68.5, | -24.1, | 29.5, |
| 35 | 12.0, | 61.5, | 61.0, | -25.6, | 30.8, | 36 | 12.0, | 58.1, | 52.2, | -26.8, | 30.9, |

SOURCE ID: IM1GI04B

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -31.4, | 31.4, | 2 | 12.0, | 72.3, | 67.3, | -40.2, | 30.8, |
| 3 | 12.0, | 76.2, | 71.9, | -47.8, | 29.2, | 4 | 12.0, | 77.7, | 74.2, | -53.9, | 26.8, |
| 5 | 12.0, | 77.0, | 74.4, | -58.4, | 23.5, | 6 | 12.0, | 73.8, | 72.3, | -61.1, | 19.6, |
| 7 | 12.0, | 68.5, | 67.9, | -61.9, | 15.0, | 8 | 12.0, | 61.0, | 61.5, | -60.9, | 10.0, |
| 9 | 12.0, | 52.2, | 58.1, | -60.1, | 4.4, | 10 | 12.0, | 60.7, | 66.2, | -64.5, | -1.1, |
| 11 | 12.0, | 67.3, | 72.3, | -66.9, | -6.6, | 12 | 12.0, | 71.9, | 76.2, | -67.3, | -11.9, |
| 13 | 12.0, | 74.2, | 77.7, | -65.6, | -16.8, | 14 | 12.0, | 74.4, | 77.0, | -62.0, | -21.2, |
| 15 | 12.0, | 72.3, | 73.8, | -56.5, | -24.9, | 16 | 12.0, | 67.9, | 68.5, | -49.2, | -27.9, |
| 17 | 12.0, | 61.5, | 61.0, | -40.5, | -30.1, | 18 | 12.0, | 58.1, | 52.2, | -30.5, | -31.1, |
| 19 | 12.0, | 66.2, | 60.7, | -29.2, | -31.4, | 20 | 12.0, | 72.3, | 67.3, | -27.1, | -30.8, |
| 21 | 12.0, | 76.2, | 71.9, | -24.1, | -29.2, | 22 | 12.0, | 77.7, | 74.2, | -20.3, | -26.8, |
| 23 | 12.0, | 77.0, | 74.4, | -16.0, | -23.5, | 24 | 12.0, | 73.8, | 72.3, | -11.2, | -19.6, |
| 25 | 12.0, | 68.5, | 67.9, | -6.0, | -15.0, | 26 | 12.0, | 61.0, | 61.5, | -0.7, | -10.0, |
| 27 | 12.0, | 52.2, | 58.1, | 2.0, | -4.4, | 28 | 12.0, | 60.7, | 66.2, | -1.7, | 1.1, |
| 29 | 12.0, | 67.3, | 72.3, | -5.4, | 6.6, | 30 | 12.0, | 71.9, | 76.2, | -8.9, | 11.9, |
| 31 | 12.0, | 74.2, | 77.7, | -12.1, | 16.8, | 32 | 12.0, | 74.4, | 77.0, | -15.0, | 21.2, |
| 33 | 12.0, | 72.3, | 73.8, | -17.4, | 24.9, | 34 | 12.0, | 67.9, | 68.5, | -19.2, | 27.9, |
| 35 | 12.0, | 61.5, | 61.0, | -20.5, | 30.1, | 36 | 12.0, | 58.1, | 52.2, | -21.7, | 31.1, |

SOURCE ID: IM1GI04C

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -26.7, | 32.2, | 2 | 12.0, | 72.3, | 67.3, | -35.7, | 32.4, |
| 3 | 12.0, | 76.2, | 71.9, | -43.6, | 31.6, | 4 | 12.0, | 77.7, | 74.2, | -50.2, | 29.9, |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 12.0, | 77.0, | 74.4, | -55.3, | 27.2, | 6 | 12.0, | 73.8, | 72.3, | -58.7, | 23.7, |
| 7 | 12.0, | 68.5, | 67.9, | -60.3, | 19.5, | 8 | 12.0, | 61.0, | 61.5, | -60.0, | 14.7, |
| 9 | 12.0, | 52.2, | 58.1, | -60.1, | 9.2, | 10 | 12.0, | 60.7, | 66.2, | -65.3, | 3.6, |
| 11 | 12.0, | 67.3, | 72.3, | -68.5, | -2.1, | 12 | 12.0, | 71.9, | 76.2, | -69.7, | -7.7, |
| 13 | 12.0, | 74.2, | 77.7, | -68.7, | -13.1, | 14 | 12.0, | 74.4, | 77.0, | -65.7, | -18.1, |
| 15 | 12.0, | 72.3, | 73.8, | -60.6, | -22.6, | 16 | 12.0, | 67.9, | 68.5, | -53.7, | -26.3, |
| 17 | 12.0, | 61.5, | 61.0, | -45.2, | -29.3, | 18 | 12.0, | 58.1, | 52.2, | -35.3, | -31.1, |
| 19 | 12.0, | 66.2, | 60.7, | -33.9, | -32.2, | 20 | 12.0, | 72.3, | 67.3, | -31.6, | -32.4, |
| 21 | 12.0, | 76.2, | 71.9, | -28.2, | -31.6, | 22 | 12.0, | 77.7, | 74.2, | -24.0, | -29.9, |
| 23 | 12.0, | 77.0, | 74.4, | -19.1, | -27.2, | 24 | 12.0, | 73.8, | 72.3, | -13.6, | -23.7, |
| 25 | 12.0, | 68.5, | 67.9, | -7.7, | -19.5, | 26 | 12.0, | 61.0, | 61.5, | -1.5, | -14.7, |
| 27 | 12.0, | 52.2, | 58.1, | 2.0, | -9.2, | 28 | 12.0, | 60.7, | 66.2, | -0.9, | -3.6, |
| 29 | 12.0, | 67.3, | 72.3, | -3.7, | 2.1, | 30 | 12.0, | 71.9, | 76.2, | -6.5, | 7.7, |
| 31 | 12.0, | 74.2, | 77.7, | -9.0, | 13.1, | 32 | 12.0, | 74.4, | 77.0, | -11.3, | 18.1, |
| 33 | 12.0, | 72.3, | 73.8, | -13.2, | 22.6, | 34 | 12.0, | 67.9, | 68.5, | -14.7, | 26.3, |
| 35 | 12.0, | 61.5, | 61.0, | -15.8, | 29.3, | 36 | 12.0, | 58.1, | 52.2, | -16.9, | 31.1, |

SOURCE ID: IM1GI04D

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -22.0, | 33.3, | 2 | 12.0, | 72.3, | 67.3, | -31.3, | 34.3, |
| 3 | 12.0, | 76.2, | 71.9, | -39.6, | 34.3, | 4 | 12.0, | 77.7, | 74.2, | -46.7, | 33.2, |
| 5 | 12.0, | 77.0, | 74.4, | -52.4, | 31.1, | 6 | 12.0, | 73.8, | 72.3, | -56.5, | 28.0, |
| 7 | 12.0, | 68.5, | 67.9, | -58.9, | 24.1, | 8 | 12.0, | 61.0, | 61.5, | -59.5, | 19.5, |
| 9 | 12.0, | 52.2, | 58.1, | -60.4, | 14.0, | 10 | 12.0, | 60.7, | 66.2, | -66.5, | 8.3, |
| 11 | 12.0, | 67.3, | 72.3, | -70.5, | 2.3, | 12 | 12.0, | 71.9, | 76.2, | -72.4, | -3.7, |
| 13 | 12.0, | 74.2, | 77.7, | -72.0, | -9.6, | 14 | 12.0, | 74.4, | 77.0, | -69.5, | -15.2, |
| 15 | 12.0, | 72.3, | 73.8, | -64.9, | -20.4, | 16 | 12.0, | 67.9, | 68.5, | -58.3, | -24.9, |
| 17 | 12.0, | 61.5, | 61.0, | -50.0, | -28.7, | 18 | 12.0, | 58.1, | 52.2, | -40.1, | -31.4, |
| 19 | 12.0, | 66.2, | 60.7, | -38.6, | -33.3, | 20 | 12.0, | 72.3, | 67.3, | -36.0, | -34.3, |
| 21 | 12.0, | 76.2, | 71.9, | -32.2, | -34.3, | 22 | 12.0, | 77.7, | 74.2, | -27.5, | -33.2, |
| 23 | 12.0, | 77.0, | 74.4, | -21.9, | -31.1, | 24 | 12.0, | 73.8, | 72.3, | -15.7, | -28.0, |
| 25 | 12.0, | 68.5, | 67.9, | -9.0, | -24.1, | 26 | 12.0, | 61.0, | 61.5, | -2.0, | -19.5, |
| 27 | 12.0, | 52.2, | 58.1, | 2.3, | -14.0, | 28 | 12.0, | 60.7, | 66.2, | 0.2, | -8.3, |
| 29 | 12.0, | 67.3, | 72.3, | -1.8, | -2.3, | 30 | 12.0, | 71.9, | 76.2, | -3.8, | 3.7, |
| 31 | 12.0, | 74.2, | 77.7, | -5.7, | 9.6, | 32 | 12.0, | 74.4, | 77.0, | -7.4, | 15.2, |
| 33 | 12.0, | 72.3, | 73.8, | -8.9, | 20.4, | 34 | 12.0, | 67.9, | 68.5, | -10.1, | 24.9, |
| 35 | 12.0, | 61.5, | 61.0, | -11.0, | 28.7, | 36 | 12.0, | 58.1, | 52.2, | -12.1, | 31.4, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI04E

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -18.0, | 34.9, | 2 | 12.0, | 72.3, | 67.3, | -27.6, | 36.5, |
| 3 | 12.0, | 76.2, | 71.9, | -36.4, | 37.1, | 4 | 12.0, | 77.7, | 74.2, | -44.0, | 36.5, |
| 5 | 12.0, | 77.0, | 74.4, | -50.3, | 34.8, | 6 | 12.0, | 73.8, | 72.3, | -55.1, | 32.0, |
| 7 | 12.0, | 68.5, | 67.9, | -58.2, | 28.3, | 8 | 12.0, | 61.0, | 61.5, | -59.6, | 23.8, |
| 9 | 12.0, | 52.2, | 58.1, | -61.2, | 18.2, | 10 | 12.0, | 60.7, | 66.2, | -68.0, | 12.3, |
| 11 | 12.0, | 67.3, | 72.3, | -72.7, | 6.0, | 12 | 12.0, | 71.9, | 76.2, | -75.1, | -0.5, |
| 13 | 12.0, | 74.2, | 77.7, | -75.4, | -6.9, | 14 | 12.0, | 74.4, | 77.0, | -73.3, | -13.2, |
| 15 | 12.0, | 72.3, | 73.8, | -69.0, | -19.0, | 16 | 12.0, | 67.9, | 68.5, | -62.6, | -24.3, |
| 17 | 12.0, | 61.5, | 61.0, | -54.2, | -28.8, | 18 | 12.0, | 58.1, | 52.2, | -44.3, | -32.1, |
| 19 | 12.0, | 66.2, | 60.7, | -42.6, | -34.9, | 20 | 12.0, | 72.3, | 67.3, | -39.6, | -36.5, |
| 21 | 12.0, | 76.2, | 71.9, | -35.5, | -37.1, | 22 | 12.0, | 77.7, | 74.2, | -30.2, | -36.5, |
| 23 | 12.0, | 77.0, | 74.4, | -24.0, | -34.8, | 24 | 12.0, | 73.8, | 72.3, | -17.1, | -32.0, |
| 25 | 12.0, | 68.5, | 67.9, | -9.7, | -28.3, | 26 | 12.0, | 61.0, | 61.5, | -2.0, | -23.8, |
| 27 | 12.0, | 52.2, | 58.1, | 3.1, | -18.2, | 28 | 12.0, | 60.7, | 66.2, | 1.8, | -12.3, |
| 29 | 12.0, | 67.3, | 72.3, | 0.4, | -6.0, | 30 | 12.0, | 71.9, | 76.2, | -1.0, | 0.5, |
| 31 | 12.0, | 74.2, | 77.7, | -2.4, | 6.9, | 32 | 12.0, | 74.4, | 77.0, | -3.7, | 13.2, |
| 33 | 12.0, | 72.3, | 73.8, | -4.9, | 19.0, | 34 | 12.0, | 67.9, | 68.5, | -5.9, | 24.3, |
| 35 | 12.0, | 61.5, | 61.0, | -6.8, | 28.8, | 36 | 12.0, | 58.1, | 52.2, | -7.9, | 32.1, |

SOURCE ID: IM1GI04F

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12.0, | 66.2, | 60.7, | -13.3, | 35.7, | 2 | 12.0, | 72.3, | 67.3, | -23.1, | 38.2, |
| 3 | 12.0, | 76.2, | 71.9, | -32.2, | 39.5, | 4 | 12.0, | 77.7, | 74.2, | -40.4, | 39.6, |
| 5 | 12.0, | 77.0, | 74.4, | -47.3, | 38.5, | 6 | 12.0, | 73.8, | 72.3, | -52.7, | 36.2, |
| 7 | 12.0, | 68.5, | 67.9, | -56.6, | 32.8, | 8 | 12.0, | 61.0, | 61.5, | -58.7, | 28.5, |
| 9 | 12.0, | 52.2, | 58.1, | -61.2, | 23.0, | 10 | 12.0, | 60.7, | 66.2, | -68.8, | 17.0, |
| 11 | 12.0, | 67.3, | 72.3, | -74.3, | 10.5, | 12 | 12.0, | 71.9, | 76.2, | -77.5, | 3.7, |
| 13 | 12.0, | 74.2, | 77.7, | -78.4, | -3.2, | 14 | 12.0, | 74.4, | 77.0, | -77.0, | -10.1, |
| 15 | 12.0, | 72.3, | 73.8, | -73.1, | -16.6, | 16 | 12.0, | 67.9, | 68.5, | -67.1, | -22.6, |
| 17 | 12.0, | 61.5, | 61.0, | -59.0, | -28.0, | 18 | 12.0, | 58.1, | 52.2, | -49.1, | -32.1, |
| 19 | 12.0, | 66.2, | 60.7, | -47.3, | -35.7, | 20 | 12.0, | 72.3, | 67.3, | -44.2, | -38.2, |
| 21 | 12.0, | 76.2, | 71.9, | -39.6, | -39.5, | 22 | 12.0, | 77.7, | 74.2, | -33.9, | -39.6, |
| 23 | 12.0, | 77.0, | 74.4, | -27.1, | -38.5, | 24 | 12.0, | 73.8, | 72.3, | -19.5, | -36.2, |
| 25 | 12.0, | 68.5, | 67.9, | -11.3, | -32.8, | 26 | 12.0, | 61.0, | 61.5, | -2.8, | -28.5, |
| 27 | 12.0, | 52.2, | 58.1, | 3.1, | -23.0, | 28 | 12.0, | 60.7, | 66.2, | 2.6, | -17.0, |
| 29 | 12.0, | 67.3, | 72.3, | 2.0, | -10.5, | 30 | 12.0, | 71.9, | 76.2, | 1.4, | -3.7, |
| 31 | 12.0, | 74.2, | 77.7, | 0.7, | 3.2, | 32 | 12.0, | 74.4, | 77.0, | 0.0, | 10.1, |
| 33 | 12.0, | 72.3, | 73.8, | -0.7, | 16.6, | 34 | 12.0, | 67.9, | 68.5, | -1.4, | 22.6, |
| 35 | 12.0, | 61.5, | 61.0, | -2.0, | 28.0, | 36 | 12.0, | 58.1, | 52.2, | -3.1, | 32.1, |

SOURCE ID: IM1GI04I

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 12.0, | 72.3, | 67.3, | -69.1, | 33.7, |
| 3 | 12.0, | 76.2, | 71.9, | -76.7, | 27.1, | 4 | 12.0, | 77.7, | 74.2, | -82.0, | 19.7, |
| 5 | 12.0, | 77.0, | 74.4, | -84.8, | 11.6, | 6 | 12.0, | 73.8, | 72.3, | -85.0, | 3.2, |
| 7 | 12.0, | 68.5, | 67.9, | -82.7, | -5.2, | 8 | 12.0, | 61.0, | 61.5, | -77.8, | -13.5, |
| 9 | 12.0, | 52.2, | 58.1, | -72.7, | -21.7, | 10 | 12.0, | 60.7, | 66.2, | -72.4, | -29.0, |
| 11 | 12.0, | 67.3, | 72.3, | -69.8, | -35.4, | 12 | 12.0, | 71.9, | 76.2, | -65.2, | -40.8, |
| 13 | 7.0, | 63.8, | 62.1, | 2.8, | 0.7, | 14 | 7.0, | 61.8, | 63.6, | 1.5, | 6.6, |
| 15 | 7.0, | 57.9, | 63.2, | 0.1, | 12.3, | 16 | 7.0, | 52.3, | 60.9, | -1.2, | 17.6, |
| 17 | 7.0, | 45.0, | 56.7, | -2.6, | 22.3, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 20 | 12.0, | 72.3, | 67.3, | 1.8, | -33.7, |
| 21 | 12.0, | 76.2, | 71.9, | 4.8, | -27.1, | 22 | 12.0, | 77.7, | 74.2, | 7.8, | -19.7, |
| 23 | 12.0, | 77.0, | 74.4, | 10.4, | -11.6, | 24 | 12.0, | 73.8, | 72.3, | 12.8, | -3.2, |
| 25 | 12.0, | 68.5, | 67.9, | 14.8, | 5.2, | 26 | 12.0, | 61.0, | 61.5, | 16.3, | 13.5, |
| 27 | 12.0, | 52.2, | 58.1, | 14.6, | 21.7, | 28 | 12.0, | 60.7, | 66.2, | 6.2, | 29.0, |
| 29 | 12.0, | 67.3, | 72.3, | -2.5, | 35.4, | 30 | 12.0, | 71.9, | 76.2, | -11.0, | 40.8, |
| 31 | 7.0, | 63.8, | 62.1, | -64.8, | -0.7, | 32 | 7.0, | 61.8, | 63.6, | -65.1, | -6.6, |
| 33 | 7.0, | 57.9, | 63.2, | -63.3, | -12.3, | 34 | 7.0, | 52.3, | 60.9, | -59.6, | -17.6, |
| 35 | 7.0, | 45.0, | 56.7, | -54.1, | -22.3, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |

SOURCE ID: IM1GI04J

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 12.0, | 72.3, | 67.3, | -64.7, | 35.8, |
| 3 | 12.0, | 76.2, | 71.9, | -72.8, | 29.9, | 4 | 12.0, | 77.7, | 74.2, | -78.6, | 23.1, |
| 5 | 12.0, | 77.0, | 74.4, | -82.1, | 15.6, | 6 | 12.0, | 73.8, | 72.3, | -83.1, | 7.7, |
| 7 | 12.0, | 68.5, | 67.9, | -81.5, | -0.6, | 8 | 12.0, | 61.0, | 61.5, | -77.5, | -8.7, |
| 9 | 12.0, | 52.2, | 58.1, | -73.2, | -16.9, | 10 | 12.0, | 60.7, | 66.2, | -73.7, | -24.4, |
| 11 | 12.0, | 67.3, | 72.3, | -71.9, | -31.1, | 12 | 12.0, | 71.9, | 76.2, | -68.0, | -36.9, |
| 13 | 12.0, | 74.2, | 77.7, | -62.0, | -41.5, | 14 | 7.0, | 61.8, | 63.6, | -2.5, | 9.3, |
| 15 | 7.0, | 57.9, | 63.2, | -4.3, | 14.2, | 16 | 7.0, | 52.3, | 60.9, | -5.9, | 18.7, |
| 17 | 7.0, | 45.0, | 56.7, | -7.4, | 22.7, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 20 | 12.0, | 72.3, | 67.3, | -2.6, | -35.8, |
| 21 | 12.0, | 76.2, | 71.9, | 0.9, | -29.9, | 22 | 12.0, | 77.7, | 74.2, | 4.4, | -23.1, |
| 23 | 12.0, | 77.0, | 74.4, | 7.7, | -15.6, | 24 | 12.0, | 73.8, | 72.3, | 10.8, | -7.7, |
| 25 | 12.0, | 68.5, | 67.9, | 13.6, | 0.6, | 26 | 12.0, | 61.0, | 61.5, | 15.9, | 8.7, |
| 27 | 12.0, | 52.2, | 58.1, | 15.1, | 16.9, | 28 | 12.0, | 60.7, | 66.2, | 7.5, | 24.4, |
| 29 | 12.0, | 67.3, | 72.3, | -0.4, | 31.1, | 30 | 12.0, | 71.9, | 76.2, | -8.2, | 36.9, |
| 31 | 12.0, | 74.2, | 77.7, | -15.8, | 41.5, | 32 | 7.0, | 61.8, | 63.6, | -61.1, | -9.3, |
| 33 | 7.0, | 57.9, | 63.2, | -58.9, | -14.2, | 34 | 7.0, | 52.3, | 60.9, | -54.9, | -18.7, |
| 35 | 7.0, | 45.0, | 56.7, | -49.3, | -22.7, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** DIRECTION SPECIFIC BUILDING DIMENSIONS ***

SOURCE ID: IM1GI04K

| IFV | BH | BW | BL | XADJ | YADJ | IFV | BH | BW | BL | XADJ | YADJ |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 2 | 12.0, | 72.3, | 67.3, | -64.7, | 35.8, |
| 3 | 12.0, | 76.2, | 71.9, | -72.8, | 29.9, | 4 | 12.0, | 77.7, | 74.2, | -78.6, | 23.1, |
| 5 | 12.0, | 77.0, | 74.4, | -82.1, | 15.6, | 6 | 12.0, | 73.8, | 72.3, | -83.1, | 7.7, |
| 7 | 12.0, | 68.5, | 67.9, | -81.5, | -0.6, | 8 | 12.0, | 61.0, | 61.5, | -77.5, | -8.7, |
| 9 | 12.0, | 52.2, | 58.1, | -73.2, | -16.9, | 10 | 12.0, | 60.7, | 66.2, | -73.7, | -24.4, |
| 11 | 12.0, | 67.3, | 72.3, | -71.9, | -31.1, | 12 | 12.0, | 71.9, | 76.2, | -68.0, | -36.9, |
| 13 | 12.0, | 74.2, | 77.7, | -62.0, | -41.5, | 14 | 7.0, | 61.8, | 63.6, | -2.5, | 9.3, |
| 15 | 7.0, | 57.9, | 63.2, | -4.3, | 14.2, | 16 | 7.0, | 52.3, | 60.9, | -5.9, | 18.7, |
| 17 | 7.0, | 45.0, | 56.7, | -7.4, | 22.7, | 18 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |
| 19 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, | 20 | 12.0, | 72.3, | 67.3, | -2.6, | -35.8, |
| 21 | 12.0, | 76.2, | 71.9, | 0.9, | -29.9, | 22 | 12.0, | 77.7, | 74.2, | 4.4, | -23.1, |
| 23 | 12.0, | 77.0, | 74.4, | 7.7, | -15.6, | 24 | 12.0, | 73.8, | 72.3, | 10.8, | -7.7, |
| 25 | 12.0, | 68.5, | 67.9, | 13.6, | 0.6, | 26 | 12.0, | 61.0, | 61.5, | 15.9, | 8.7, |
| 27 | 12.0, | 52.2, | 58.1, | 15.1, | 16.9, | 28 | 12.0, | 60.7, | 66.2, | 7.5, | 24.4, |
| 29 | 12.0, | 67.3, | 72.3, | -0.4, | 31.1, | 30 | 12.0, | 71.9, | 76.2, | -8.2, | 36.9, |
| 31 | 12.0, | 74.2, | 77.7, | -15.8, | 41.5, | 32 | 7.0, | 61.8, | 63.6, | -61.1, | -9.3, |
| 33 | 7.0, | 57.9, | 63.2, | -58.9, | -14.2, | 34 | 7.0, | 52.3, | 60.9, | -54.9, | -18.7, |
| 35 | 7.0, | 45.0, | 56.7, | -49.3, | -22.7, | 36 | 0.0, | 0.0, | 0.0, | 0.0, | 0.0, |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** GRIDDED RECEPTOR NETWORK SUMMARY ***

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

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

450570.4, 450692.0, 450813.6, 450935.2, 451056.8, 451178.4, 451300.0, 451421.6, 451543.2, 451664.8,
451786.4, 451908.0, 452029.6, 452151.2, 452272.8, 452394.4, 452516.0, 452637.6, 452759.2, 452880.8,
453002.4,

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

3744263.6, 3744144.4, 3744025.2, 3743906.0, 3743786.8, 3743667.6, 3743548.4, 3743429.2, 3743310.0, 3743190.8,
3743071.6, 3742952.4, 3742833.2, 3742714.0, 3742594.8, 3742475.6, 3742356.4, 3742237.2, 3742118.0, 3741998.8,

3741879.6,



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450570.40 | 450692.00 | 450813.60 | 450935.20 | 451056.80 | 451178.40 | 451300.00 | 451421.60 | 451543.20 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741998.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742237.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742356.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742475.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742594.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742714.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742833.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742952.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743071.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743190.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743310.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743429.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743548.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743667.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743786.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743906.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744025.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744144.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744263.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451664.80 | 451786.40 | 451908.00 | 452029.60 | 452151.20 | 452272.80 | 452394.40 | 452516.00 | 452637.60 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741998.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742237.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742356.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742475.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742594.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742714.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742833.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742952.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743071.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743190.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743310.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743429.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743548.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743667.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743786.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743906.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744025.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744144.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744263.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* ELEVATION HEIGHTS IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452759.20 | 452880.80 | 453002.40 |
|---|---|---|---|
| 3741879.60 | 0.00 | 0.00 | 0.00 |
| 3741998.80 | 0.00 | 0.00 | 0.00 |
| 3742118.00 | 0.00 | 0.00 | 0.00 |
| 3742237.20 | 0.00 | 0.00 | 0.00 |
| 3742356.40 | 0.00 | 0.00 | 0.00 |
| 3742475.60 | 0.00 | 0.00 | 0.00 |
| 3742594.80 | 0.00 | 0.00 | 0.00 |
| 3742714.00 | 0.00 | 0.00 | 0.00 |
| 3742833.20 | 0.00 | 0.00 | 0.00 |
| 3742952.40 | 0.00 | 0.00 | 0.00 |

| | | | |
|---|---|---|---|
| 3743071.60 | 0.00 | 0.00 | 0.00 |
| 3743190.80 | 0.00 | 0.00 | 0.00 |
| 3743310.00 | 0.00 | 0.00 | 0.00 |
| 3743429.20 | 0.00 | 0.00 | 0.00 |
| 3743548.40 | 0.00 | 0.00 | 0.00 |
| 3743667.60 | 0.00 | 0.00 | 0.00 |
| 3743786.80 | 0.00 | 0.00 | 0.00 |
| 3743906.00 | 0.00 | 0.00 | 0.00 |
| 3744025.20 | 0.00 | 0.00 | 0.00 |
| 3744144.40 | 0.00 | 0.00 | 0.00 |
| 3744263.60 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 450570.40 | 450692.00 | 450813.60 | 450935.20 | 451056.80 | 451178.40 | 451300.00 | 451421.60 | 451543.20 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741998.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742237.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742356.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742475.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742594.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742714.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742833.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742952.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743071.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743190.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743310.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743429.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743548.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743667.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743786.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743906.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744025.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744144.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744263.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 451664.80 | 451786.40 | 451908.00 | 452029.60 | 452151.20 | 452272.80 | 452394.40 | 452516.00 | 452637.60 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3741998.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742118.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742237.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742356.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742475.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742594.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742714.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742833.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3742952.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743071.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743190.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743310.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743429.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743548.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743667.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743786.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3743906.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744025.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744144.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3744263.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

* HILL HEIGHT SCALES IN METERS *

| Y-COORD (METERS) | X-COORD (METERS) 452759.20 | 452880.80 | 453002.40 |
|---|---|---|---|

```
  3741879.60 |          0.00         0.00         0.00
  3741998.80 |          0.00         0.00         0.00
  3742118.00 |          0.00         0.00         0.00
  3742237.20 |          0.00         0.00         0.00
  3742356.40 |          0.00         0.00         0.00
  3742475.60 |          0.00         0.00         0.00
  3742594.80 |          0.00         0.00         0.00
  3742714.00 |          0.00         0.00         0.00
  3742833.20 |          0.00         0.00         0.00
  3742952.40 |          0.00         0.00         0.00
  3743071.60 |          0.00         0.00         0.00
  3743190.80 |          0.00         0.00         0.00
  3743310.00 |          0.00         0.00         0.00
  3743429.20 |          0.00         0.00         0.00
  3743548.40 |          0.00         0.00         0.00
  3743667.60 |          0.00         0.00         0.00
  3743786.80 |          0.00         0.00         0.00
  3743906.00 |          0.00         0.00         0.00
  3744025.20 |          0.00         0.00         0.00
  3744144.40 |          0.00         0.00         0.00
  3744263.60 |          0.00         0.00         0.00
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                  ***        11:12:54
                                                                                                                   PAGE  69
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

                                        *** 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

                     METEOROLOGICAL DATA PROCESSED BETWEEN START DATE: 2012   1  1  1
                                                         AND END DATE: 2012  12 31 24

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


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

                                                 1.54,   3.09,   5.14,   8.23,  10.80,
↑ *** AERMOD - VERSION  19191 ***   ***  Latitude PM10 Truck Operations                                  ***        04/28/21
 *** AERMET - VERSION  14134 ***   ***                                                                  ***        11:12:54
                                                                                                                   PAGE  70
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  NODRYDPLT  NOWETDPLT  RURAL

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

   Surface file:   C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.SFC   Met Version:  14134
   Profile file:   C:\Users\RYAN~1.DES\OneDrive\LDNONE~1\CI9EA3~1\19-05L~1\3-24-21\AERMOD\ELSI8.PFL
   Surface format: FREE
   Profile format: FREE
   Surface station no.:        0                  Upper air station no.:     3190
                  Name: UNKNOWN                                   Name: UNKNOWN
                  Year:   2008                                    Year:   2008

 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
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
 08 01 01   1 01 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 02 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 03 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 04 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 05 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 06 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 07 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 08 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.54  999.00  999.   -9.0  283.8    5.5
 08 01 01   1 09   27.2 -9.000 -9.000 -9.000   60. -999. -99999.0  0.23   1.00   0.33  999.00  999.   -9.0  285.9    5.5
 08 01 01   1 10   74.6 -9.000 -9.000 -9.000  157. -999. -99999.0  0.23   1.00   0.25  999.00  999.   -9.0  288.1    5.5
 08 01 01   1 11  107.4 -9.000 -9.000 -9.000  375. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 12  122.7 -9.000 -9.000 -9.000  578. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  289.9    5.5
 08 01 01   1 13  121.3 -9.000 -9.000 -9.000  714. -999. -99999.0  0.23   1.00   0.22  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 14  102.1 -9.000 -9.000 -9.000  763. -999. -99999.0  0.23   1.00   0.23  999.00  999.   -9.0  292.0    5.5
 08 01 01   1 15   65.8 -9.000 -9.000 -9.000  792. -999. -99999.0  0.23   1.00   0.27  999.00  999.   -9.0  291.4    5.5
 08 01 01   1 16   16.0 -9.000 -9.000 -9.000  798. -999. -99999.0  0.23   1.00   0.36  999.00  999.   -9.0  290.4    5.5
 08 01 01   1 17 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   0.63  999.00  999.   -9.0  288.8    5.5
 08 01 01   1 18 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  287.5    5.5
 08 01 01   1 19 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  286.4    5.5
 08 01 01   1 20 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  285.4    5.5
 08 01 01   1 21 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  284.2    5.5
 08 01 01   1 22 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 23 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  283.1    5.5
 08 01 01   1 24 -999.0 -9.000 -9.000 -9.000 -999. -999. -99999.0  0.23   1.00   1.00  999.00  999.   -9.0  282.5    5.5
```

```
First hour of profile data
YR MO DY HR HEIGHT F  WDIR    WSPD AMB_TMP sigmaA  sigmaW  sigmaV
08 01 01 01    5.5 0 -999.  -99.00   284.3   99.0  -99.00  -99.00
08 01 01 01    9.1 1 -999.  -99.00  -999.0   99.0  -99.00  -99.00

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



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): 8EWE002B , 8EWE002C , 8EWE002D , 8EWE002E , 8EWE002F ,
8EWE002G , 8EWE002H , 8EWE002I , 8EWE002J , 8EWE002K , 8EWE002L , 8EWE002M , 8EWE002N ,
8EWE002O , 8EWE002P , 8EWE002Q , 8EWE002R , 8EWE002S , 8EWE002T , 8EWE002U , 8EWE002V ,
8EWE002W , 8EWE002X , 8EWE002Y , 8EWE002Z , 8EWE0030 , 8EWE0031 , 8EWE0032 , . . . ,

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 450570.40 | 450692.00 | 450813.60 | 450935.20 | 451056.80 | 451178.40 | 451300.00 | 451421.60 | 451543.20 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00041 | 0.00045 | 0.00049 | 0.00054 | 0.00059 | 0.00065 | 0.00070 | 0.00075 | 0.00081 |
| 3741998.80 | 0.00044 | 0.00048 | 0.00053 | 0.00059 | 0.00064 | 0.00072 | 0.00079 | 0.00085 | 0.00092 |
| 3742118.00 | 0.00047 | 0.00052 | 0.00058 | 0.00064 | 0.00071 | 0.00079 | 0.00088 | 0.00096 | 0.00105 |
| 3742237.20 | 0.00051 | 0.00056 | 0.00062 | 0.00070 | 0.00078 | 0.00088 | 0.00100 | 0.00109 | 0.00121 |
| 3742356.40 | 0.00054 | 0.00061 | 0.00068 | 0.00076 | 0.00086 | 0.00098 | 0.00113 | 0.00126 | 0.00142 |
| 3742475.60 | 0.00056 | 0.00064 | 0.00074 | 0.00084 | 0.00096 | 0.00110 | 0.00128 | 0.00146 | 0.00168 |
| 3742594.80 | 0.00059 | 0.00068 | 0.00078 | 0.00091 | 0.00106 | 0.00124 | 0.00146 | 0.00172 | 0.00202 |
| 3742714.00 | 0.00063 | 0.00072 | 0.00084 | 0.00099 | 0.00116 | 0.00139 | 0.00169 | 0.00206 | 0.00251 |
| 3742833.20 | 0.00064 | 0.00075 | 0.00089 | 0.00106 | 0.00130 | 0.00158 | 0.00196 | 0.00250 | 0.00327 |
| 3742952.40 | 0.00068 | 0.00079 | 0.00093 | 0.00112 | 0.00140 | 0.00179 | 0.00232 | 0.00312 | 0.00447 |
| 3743071.60 | 0.00068 | 0.00080 | 0.00096 | 0.00118 | 0.00148 | 0.00196 | 0.00278 | 0.00403 | 0.00688 |
| 3743190.80 | 0.00069 | 0.00081 | 0.00096 | 0.00118 | 0.00150 | 0.00204 | 0.00309 | 0.00641 | 0.00744 |
| 3743310.00 | 0.00067 | 0.00079 | 0.00095 | 0.00117 | 0.00149 | 0.00201 | 0.00311 | 0.00574 | 0.00850 |
| 3743429.20 | 0.00067 | 0.00078 | 0.00093 | 0.00114 | 0.00142 | 0.00189 | 0.00276 | 0.00381 | 0.00451 |
| 3743548.40 | 0.00067 | 0.00078 | 0.00091 | 0.00110 | 0.00137 | 0.00183 | 0.00238 | 0.00290 | 0.00332 |
| 3743667.60 | 0.00064 | 0.00075 | 0.00089 | 0.00107 | 0.00136 | 0.00170 | 0.00206 | 0.00238 | 0.00261 |
| 3743786.80 | 0.00063 | 0.00074 | 0.00087 | 0.00107 | 0.00131 | 0.00157 | 0.00181 | 0.00202 | 0.00214 |
| 3743906.00 | 0.00062 | 0.00072 | 0.00087 | 0.00104 | 0.00124 | 0.00144 | 0.00161 | 0.00173 | 0.00179 |
| 3744025.20 | 0.00061 | 0.00072 | 0.00085 | 0.00101 | 0.00116 | 0.00131 | 0.00143 | 0.00149 | 0.00152 |
| 3744144.40 | 0.00061 | 0.00071 | 0.00083 | 0.00096 | 0.00108 | 0.00120 | 0.00125 | 0.00130 | 0.00129 |
| 3744263.60 | 0.00060 | 0.00070 | 0.00080 | 0.00090 | 0.00100 | 0.00108 | 0.00110 | 0.00114 | 0.00111 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

*** THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 1 YEARS FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): 8EWE002B , 8EWE002C , 8EWE002D , 8EWE002E , 8EWE002F ,
8EWE002G , 8EWE002H , 8EWE002I , 8EWE002J , 8EWE002K , 8EWE002L , 8EWE002M , 8EWE002N ,
8EWE002O , 8EWE002P , 8EWE002Q , 8EWE002R , 8EWE002S , 8EWE002T , 8EWE002U , 8EWE002V ,
8EWE002W , 8EWE002X , 8EWE002Y , 8EWE002Z , 8EWE0030 , 8EWE0031 , 8EWE0032 , . . . ,

*** NETWORK ID: 8XOJN000 ; NETWORK TYPE: GRIDCART ***

** CONC OF PM10 IN MICROGRAMS/M**3 **

| Y-COORD (METERS) | X-COORD (METERS) 451664.80 | 451786.40 | 451908.00 | 452029.60 | 452151.20 | 452272.80 | 452394.40 | 452516.00 | 452637.60 |
|---|---|---|---|---|---|---|---|---|---|
| 3741879.60 | 0.00087 | 0.00093 | 0.00098 | 0.00103 | 0.00109 | 0.00111 | 0.00114 | 0.00116 | 0.00114 |
| 3741998.80 | 0.00100 | 0.00107 | 0.00114 | 0.00122 | 0.00129 | 0.00135 | 0.00138 | 0.00141 | 0.00136 |
| 3742118.00 | 0.00116 | 0.00124 | 0.00134 | 0.00145 | 0.00158 | 0.00166 | 0.00173 | 0.00172 | 0.00162 |
| 3742237.20 | 0.00136 | 0.00145 | 0.00160 | 0.00178 | 0.00200 | 0.00217 | 0.00227 | 0.00216 | 0.00198 |
| 3742356.40 | 0.00160 | 0.00173 | 0.00194 | 0.00223 | 0.00271 | 0.00324 | 0.00315 | 0.00284 | 0.00249 |
| 3742475.60 | 0.00191 | 0.00211 | 0.00240 | 0.00278 | 0.00452 | 0.00697 | 0.00511 | 0.00413 | 0.00342 |
| 3742594.80 | 0.00234 | 0.00264 | 0.00299 | 0.00333 | 0.00428 | 0.00560 | 0.00835 | 0.00905 | 0.00572 |
| 3742714.00 | 0.00303 | 0.00355 | 0.00392 | 0.00413 | 0.00431 | 0.00444 | 0.00484 | 0.00564 | 0.00763 |
| 3742833.20 | 0.00427 | 0.00536 | 0.00578 | 0.00542 | 0.00482 | 0.00451 | 0.00436 | 0.00466 | 0.00585 |
| 3742952.40 | 0.00699 | 0.01484 | 0.01064 | 0.00751 | 0.00606 | 0.00507 | 0.00463 | 0.00492 | 0.00806 |
| 3743071.60 | 0.01096 | 0.01058 | 0.01381 | 0.01579 | 0.00912 | 0.00645 | 0.00551 | 0.00635 | 0.00939 |
| 3743190.80 | 0.01051 | 0.01267 | 0.00894 | 0.01236 | 0.01070 | 0.01425 | 0.00784 | 0.01208 | 0.00462 |
| 3743310.00 | 0.00739 | 0.00825 | 0.00727 | 0.00732 | 0.00892 | 0.00680 | 0.00781 | 0.00488 | 0.00319 |
| 3743429.20 | 0.00508 | 0.00508 | 0.00488 | 0.00479 | 0.00474 | 0.00444 | 0.00394 | 0.00312 | 0.00242 |
| 3743548.40 | 0.00354 | 0.00357 | 0.00348 | 0.00343 | 0.00328 | 0.00308 | 0.00274 | 0.00230 | 0.00192 |
| 3743667.60 | 0.00270 | 0.00268 | 0.00265 | 0.00258 | 0.00245 | 0.00229 | 0.00204 | 0.00181 | 0.00157 |
| 3743786.80 | 0.00216 | 0.00214 | 0.00208 | 0.00203 | 0.00191 | 0.00177 | 0.00162 | 0.00145 | 0.00131 |
| 3743906.00 | 0.00177 | 0.00176 | 0.00168 | 0.00162 | 0.00154 | 0.00143 | 0.00131 | 0.00120 | 0.00110 |
| 3744025.20 | 0.00148 | 0.00146 | 0.00139 | 0.00133 | 0.00126 | 0.00118 | 0.00109 | 0.00101 | 0.00094 |
| 3744144.40 | 0.00126 | 0.00123 | 0.00117 | 0.00111 | 0.00105 | 0.00098 | 0.00092 | 0.00086 | 0.00081 |
| 3744263.60 | 0.00108 | 0.00104 | 0.00100 | 0.00095 | 0.00089 | 0.00084 | 0.00079 | 0.00075 | 0.00070 |



*** MODELOPTs: RegDFAULT CONC ELEV NODRYDPLT NOWETDPLT RURAL

```
                 *** THE ANNUAL AVERAGE CONCENTRATION    VALUES AVERAGED OVER   1 YEARS FOR SOURCE GROUP: ALL      ***
                                 INCLUDING SOURCE(S):     8EWE002B    , 8EWE002C    , 8EWE002D    , 8EWE002E    , 8EWE002F    ,
                 8EWE002G    , 8EWE002H    , 8EWE002I    , 8EWE002J    , 8EWE002K    , 8EWE002L    , 8EWE002M    , 8EWE002N    ,
                 8EWE002O    , 8EWE002P    , 8EWE002Q    , 8EWE002R    , 8EWE002S    , 8EWE002T    , 8EWE002U    , 8EWE002V    ,
                 8EWE002W    , 8EWE002X    , 8EWE002Y    , 8EWE002Z    , 8EWE0030    , 8EWE0031    , 8EWE0032    ,  . . .      ,

                                  *** NETWORK ID: 8XOJN000 ;  NETWORK TYPE: GRIDCART ***

                                       ** CONC OF PM10     IN MICROGRAMS/M**3                        **

   Y-COORD  |                                            X-COORD (METERS)
   (METERS) |     452759.20    452880.80    453002.40
 - - -
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```
*** Message Summary : AERMOD Model Execution ***

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

A Total of            0 Fatal Error Message(s)
A Total of            0 Warning Message(s)
A Total of         1916 Informational Message(s)

A Total of         8784 Hours Were Processed

A Total of            3 Calm Hours Identified

A Total of          468 Missing Hours Identified (  5.33 Percent)


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


   ********   WARNING MESSAGES   ********
              ***  NONE  ***


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

**Air Quality Health Risk Calculations**
**Latitude - Receptor 1**

Annual Concentration (µg/m3 ) **0.00278**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00278 | 0.00278 | 0.00278 | 0.00278 | 0.00278 | 0.00278 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000096 | 0.00000291 | 0.00000230 | 0.00000199 | 0.00000089 | 0.00000077 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 3.21719E-08 | 7.77116E-07 | 5.45966E-07 | 9.44819E-07 | 1.43584E-07 | 4.7943E-07 |
| per million | 0.0322 | 0.7771 | 0.5460 | 0.9448 | 0.1436 | 0.4794 |
| Cancer Risk Per Million 9-years | 1.355 | | | | | |
| Cancer Risk Per Million 30-years | 1.898 | | | | | |
| Cancer Risk Per Million 70-years | 2.234 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 2**

Annual Concentration (µg/m3 ) **0.00318**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00318 | 0.00318 | 0.00318 | 0.00318 | 0.00318 | 0.00318 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000110 | 0.00000333 | 0.00000263 | 0.00000227 | 0.00000102 | 0.00000089 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 3.6801E-08 | 8.88932E-07 | 6.24522E-07 | 1.08076E-06 | 1.64244E-07 | 5.48413E-07 |
| per million | 0.0368 | 0.8889 | 0.6245 | 1.0808 | 0.1642 | 0.5484 |
| Cancer Risk Per Million 9-years | 1.550 | | | | | |
| Cancer Risk Per Million 30-years | 2.171 | | | | | |
| Cancer Risk Per Million 70-years | 2.555 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 3**

Annual Concentration (µg/m3 ) **0.00234**

| | | | | | | |
|---|---|---|---|---|---|---|
| Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015 Unit Risk Factors (https://oehha.ca.gov/media/CPFs042909.pdf) | | | | | | |
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00234 | 0.00234 | 0.00234 | 0.00234 | 0.00234 | 0.00234 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000081 | 0.00000245 | 0.00000193 | 0.00000167 | 0.00000075 | 0.00000065 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 2.708E-08 | 6.5412E-07 | 4.59554E-07 | 7.9528E-07 | 1.20859E-07 | 4.03549E-07 |
| per million | 0.0271 | 0.6541 | 0.4596 | 0.7953 | 0.1209 | 0.4035 |
| Cancer Risk Per Million 9-years | 1.141 | | | | | |
| Cancer Risk Per Million 30-years | 1.597 | | | | | |
| Cancer Risk Per Million 70-years | 1.880 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 4**

Annual Concentration (µg/m3 ) **0.00273**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015

Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00273 | 0.00273 | 0.00273 | 0.00273 | 0.00273 | 0.00273 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000095 | 0.00000286 | 0.00000226 | 0.00000195 | 0.00000088 | 0.00000076 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 3.15933E-08 | 7.6314E-07 | 5.36146E-07 | 9.27826E-07 | 1.41002E-07 | 4.70807E-07 |
| per million | 0.0316 | 0.7631 | 0.5361 | 0.9278 | 0.1410 | 0.4708 |
| Cancer Risk Per Million 9-years | 1.331 | | | | | |
| Cancer Risk Per Million 30-years | 1.864 | | | | | |
| Cancer Risk Per Million 70-years | 2.193 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 5**

Annual Concentration (µg/m3 ) **0.0065**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.0065 | 0.0065 | 0.0065 | 0.0065 | 0.0065 | 0.0065 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000225 | 0.00000680 | 0.00000537 | 0.00000465 | 0.00000209 | 0.00000181 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 7.52221E-08 | 1.817E-06 | 1.27654E-06 | 2.20911E-06 | 3.35718E-07 | 1.12097E-06 |
| per million | 0.0752 | 1.8170 | 1.2765 | 2.2091 | 0.3357 | 1.1210 |
| Cancer Risk Per Million 9-years | 3.169 | | | | | |
| Cancer Risk Per Million 30-years | 4.437 | | | | | |
| Cancer Risk Per Million 70-years | 5.222 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 6**

Annual Concentration (µg/m3 ) **0.00651**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00651 | 0.00651 | 0.00651 | 0.00651 | 0.00651 | 0.00651 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000226 | 0.00000681 | 0.00000538 | 0.00000466 | 0.00000209 | 0.00000181 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 7.53378E-08 | 1.81979E-06 | 1.2785E-06 | 2.21251E-06 | 3.36235E-07 | 1.12269E-06 |
| per million | 0.0753 | 1.8198 | 1.2785 | 2.2125 | 0.3362 | 1.1227 |
| Cancer Risk Per Million 9-years | 3.174 | | | | | |
| Cancer Risk Per Million 30-years | 4.444 | | | | | |
| Cancer Risk Per Million 70-years | 5.230 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 7**

Annual Concentration (µg/m3 ) **0.00632**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00632 | 0.00632 | 0.00632 | 0.00632 | 0.00632 | 0.00632 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000219 | 0.00000661 | 0.00000522 | 0.00000452 | 0.00000203 | 0.00000176 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 7.3139E-08 | 1.76668E-06 | 1.24119E-06 | 2.14793E-06 | 3.26421E-07 | 1.08993E-06 |
| per million | 0.0731 | 1.7667 | 1.2412 | 2.1479 | 0.3264 | 1.0899 |
| Cancer Risk Per Million 9-years | 3.081 | | | | | |
| Cancer Risk Per Million 30-years | 4.314 | | | | | |
| Cancer Risk Per Million 70-years | 5.078 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 8**

Annual Concentration (µg/m3 ) **0.00607**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00607 | 0.00607 | 0.00607 | 0.00607 | 0.00607 | 0.00607 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000210 | 0.00000635 | 0.00000502 | 0.00000434 | 0.00000195 | 0.00000169 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 7.02459E-08 | 1.6968E-06 | 1.19209E-06 | 2.06297E-06 | 3.13509E-07 | 1.04681E-06 |
| per million | 0.0702 | 1.6968 | 1.1921 | 2.0630 | 0.3135 | 1.0468 |
| Cancer Risk Per Million 9-years | 2.959 | | | | | |
| Cancer Risk Per Million 30-years | 4.144 | | | | | |
| Cancer Risk Per Million 70-years | 4.877 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 9**

Annual Concentration (µg/m3 ) **0.0038**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015
Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.0038 | 0.0038 | 0.0038 | 0.0038 | 0.0038 | 0.0038 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000132 | 0.00000398 | 0.00000314 | 0.00000272 | 0.00000122 | 0.00000106 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 4.3976E-08 | 1.06225E-06 | 7.46284E-07 | 1.29148E-06 | 1.96266E-07 | 6.55336E-07 |
| per million | 0.0440 | 1.0622 | 0.7463 | 1.2915 | 0.1963 | 0.6553 |
| Cancer Risk Per Million 9-years | 1.853 | | | | | |
| Cancer Risk Per Million 30-years | 2.594 | | | | | |
| Cancer Risk Per Million 70-years | 3.053 | | | | | |

**Air Quality Health Risk Calculations**
**Latitude - Receptor 10**

Annual Concentration (µg/m3 ) **0.00364**

Based on Risk Assessment Guidelines - Guidance Manual for Preparation of Health Risk Assessments - February 2015

Unit Risk Factors
(https://oehha.ca.gov/media/CPFs042909.pdf)

| | | | | | | |
|---|---|---|---|---|---|---|
| Duration (Years) | 70 | | | | | |
| Age of Person Exposed (Years) | 3rd Trimester (0.25) | 0-2 | 2-9 | 2-16 | 16-30 | 16-70 |
| Cair (annual) | 0.00364 | 0.00364 | 0.00364 | 0.00364 | 0.00364 | 0.00364 |
| Breathing Rate per agegroup BR/BW | 361 | 1090 | 861 | 745 | 335 | 290 |
| A (Default is 1) | 1 | 1 | 1 | 1 | 1 | 1 |
| Exposure Frequency = EF (days/365days) | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 10^-6 Microgram to Milligram / liters to m3 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 | 0.000001 |
| Dose-inh | 0.00000126 | 0.00000381 | 0.00000301 | 0.00000260 | 0.00000117 | 0.00000101 |
| Exposure Duration (years) | 70 | | | | | |
| potency factor for Diesel | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Age Sensitivity Factor | 10 | 10 | 3 | 3 | 1 | 1 |
| ED | 0.25 | 2 | 7 | 14 | 14 | 54 |
| AT | 70 | 70 | 70 | 70 | 70 | 70 |
| FAH | 0.85 | 0.85 | 0.72 | 0.72 | 0.73 | 0.73 |
| Risk for Each Age Group | 4.21244E-08 | 1.01752E-06 | 7.14862E-07 | 1.2371E-06 | 1.88002E-07 | 6.27743E-07 |
| per million | 0.0421 | 1.0175 | 0.7149 | 1.2371 | 0.1880 | 0.6277 |
| Cancer Risk Per Million 9-years | 1.775 | | | | | |
| Cancer Risk Per Million 30-years | 2.485 | | | | | |
| Cancer Risk Per Million 70-years | 2.924 | | | | | |

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June 18, 2021

Mr. Patrick Tritz
Rexco Development
285 Corona Pointe Court, Suite 102
Corona, CA 92879

LLG Reference: 2.18.4039.1

Subject: **Trip Generation Assessment for the Latitude Business Park**
Corona, California

Dear Mr. Tritz:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Trip Generation Assessment for the Latitude Business Park Project (herein referred to as "Project"), located on a currently vacant site in the northwest quadrant of Temescal Canyon Road and Tom Barnes Street in the City of Corona, California. This letter report will outline the traffic generation forecast potential for the proposed Project and compare it to the previously approved traffic generation forecast presented in the *General Plan Conformance Traffic Analysis for the Proposed Latitude Business Park Project*, prepared by LLG and dated November 20, 2019.

The previously amended Project consists of 1,074,771 square-feet (SF) of total development comprised of 174,055 SF of industrial park, 205,767 SF of light industrial, 159,744 SF of manufacturing, and 535,205 SF of warehousing within fifteen (15) buildings. Access to the proposed Project site will be provided via one (1) full access driveway at the existing intersection of Grand Oaks at Tom Barnes Street. Twelve (12) full access driveways will be provided along a new public street cul-de-sac in the westerly portion of the Project site that will connect to the existing intersection of Tuscany Street at Tom Barnes Street. As a result of the site access analyses, the Project proposes to convert the two (2) existing intersections along Tom Barnes Street to all-way stop controlled intersections.

The proposed Project will remain consistent with the total development of the previously approved Project but will include the addition of high cube cold storage warehousing. The proposed Project will consist of 1,074,771 SF of total development comprised of 174,055 SF of industrial park, 205,767 SF of light

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John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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EXHIBIT 8

industrial, 159,744 SF of manufacturing, 360,205 SF of warehousing, and 175,000 SF of high cube cold storage warehousing.

**PROJECT TRAFFIC GENERATION FORECAST**

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Tenth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

***Table 1***, located at the rear of this letter report, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project. As shown in the upper portion of *Table 1*, the trip generation potential for the proposed Project was estimated using the ITE Land Use Code 110: General Light Industrial trip rates, ITE Land Use Code 130: Industrial Park trip rates, ITE Land Use Code 140: Manufacturing trip rates, ITE Land Use Code 150: Warehousing trip rates, ITE Land Use Code 157: High Cube Cold Storage Warehousing trip rates. The middle portion of *Table 1* summarizes the trip generation potential used in forecasting the vehicular trips, both autos and trucks, generated by the Project using recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003.* Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the Project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively. It should be noted that since the manufacturing, high-cube warehouse, and cold storage warehouse use areas were separated out from the Industrial Park use area, which would account for the total PCE effect of the Project, and given the relatively low amount of docks associated with industrial park and general light industrial buildings, no PCE factor was applied to the industrial park and general light industrial base trip generations.

***Table 2*** presents the forecast daily and peak hour traffic volumes for "typical" weekday. Review of *Table 2* shows that the proposed Project is forecast to generate 3,672 daily trips, 446 (363 inbound, 83 outbound) AM peak hour trips, and 453 (106 inbound, 347 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE). Further review of the lower portion of *Table 2* shows that the previously approved Project (i.e. November 2019 General Plan Conformance Traffic Analysis) is forecast to generate 3,585 daily trips, 462 (370 inbound, 92 outbound) AM peak hour trips, and 469 (112 inbound, 357 outbound) PM peak hour trips.

LINSCOTT LAW & GREENSPAN engineers

Review of the last row of *Table 2* shows that the proposed Project is forecast to generate 87 greater daily trips, 16 fewer AM peak hour trips, and 16 fewer PM peak hour trips when compared to the trip generation of the previously approved Project.

**CONCLUSION**

Comparison of the trips generated by the previously approved Project land uses to the trips generated by the proposed Project shows that the proposed Project will generate 87 greater daily trips, 16 fewer AM peak hour trips, and 16 fewer PM peak hour trips. Based on the net traffic generation potential of the proposed Project, we conclude that the proposed Project will not require the preparation of a revised traffic impact analysis report and that the trips associated with the proposed Project will not significantly impact the existing surrounding roadway network beyond the previously approved Project.

We appreciate the opportunity to provide this Trip Generation Assessment letter. Should you have any questions, please call me at (949) 825-6175.

Very truly yours,
**Linscott, Law & Greenspan, Engineers**

Keil D. Maberry, P.E.
Principal

Attachment

LINSCOTT LAW & GREENSPAN engineers

## TABLE 1
## PROJECT TRIP GENERATION FORECAST RATES[1]
## LATITUDE BUSINESS PARK, CORONA

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total |
| ***Trip Generation Factors:*** | | | | | | | |
| ▪ 110: General Light Industrial (TE/TSF) | 4.96 | 0.62 | 0.08 | 0.70 | 0.08 | 0.55 | 0.63 |
| ▪ 130: Industrial Park (TE/TSF) | 3.37 | 0.32 | 0.08 | 0.40 | 0.08 | 0.32 | 0.40 |
| ▪ 140: Manufacturing (TE/TSF) | 3.93 | 0.48 | 0.14 | 0.62 | 0.21 | 0.46 | 0.67 |
| ❑ Passenger Cars – 80.3% of Daily (TE/TSF) | 3.16 | 0.38 | 0.12 | 0.50 | 0.17 | 0.37 | 0.54 |
| ❑ 2-Axle Trucks – 5.2% Daily (TE/TSF) | 0.20 | 0.03 | 0.00 | 0.03 | 0.01 | 0.02 | 0.03 |
| ❑ 3-Axle Trucks- 4.5% Daily (TE/TSF) | 0.18 | 0.02 | 0.01 | 0.03 | 0.01 | 0.02 | 0.03 |
| ❑ 4+ Axle Trucks – 10.0% Daily (TE/TSF) | 0.39 | 0.05 | 0.01 | 0.06 | 0.02 | 0.05 | 0.07 |
| ▪ 150: Warehousing (TE/TSF) | 1.74 | 0.13 | 0.04 | 0.17 | 0.05 | 0.14 | 0.19 |
| ❑ Passenger Cars – 80.3% of Daily (TE/TSF) | 1.40 | 0.10 | 0.03 | 0.13 | 0.04 | 0.11 | 0.15 |
| ❑ 2-Axle Trucks – 5.2% Daily (TE/TSF) | 0.09 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 3-Axle Trucks- 4.5% Daily (TE/TSF) | 0.08 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 4+ Axle Trucks – 10.0% Daily (TE/TSF) | 0.17 | 0.01 | 0.01 | 0.02 | 0.01 | 0.01 | 0.02 |
| ▪ 157: High Cube Cold Storage Warehousing (TE/TSF) | 2.12 | 0.08 | 0.03 | 0.11 | 0.03 | 0.09 | 0.12 |
| ❑ Passenger Cars – 80.3% of Daily (TE/TSF) | 1.70 | 0.06 | 0.03 | 0.09 | 0.03 | 0.06 | 0.09 |
| ❑ 2-Axle Trucks – 5.2% Daily (TE/TSF) | 0.11 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |
| ❑ 3-Axle Trucks- 4.5% Daily (TE/TSF) | 0.1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 |
| ❑ 4+ Axle Trucks – 10.0% Daily (TE/TSF) | 0.21 | 0.01 | 0.00 | 0.01 | 0.00 | 0.01 | 0.01 |

**Notes:**

- TE/TSF = Trip End per 1,000 Square Feet of Gross Floor Area

[1] Source: Trip rates based on *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).* Recommended mix of traffic, including mix of 2-axle, 3-axle and 4+axle trucks, based on *Truck Trip Generation Study – City of Fontana, August 2003* average rate used.

**TABLE 2**
**PROJECT TRIP GENERATION FORECAST[2]**
**LATITUDE BUSINESS PARK, CORONA**

| ITE Land Use Code / Project Description | Daily 2-Way | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total |
| ***Manufacturing Trip Generation Forecast:*** | | | | | | | |
| **140: Manufacturing (159,744 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 60 | 19 | 79 | 26 | 60 | 86 |
| ❑ 2-Axle Trucks | 32 | 5 | 0 | 5 | 2 | 3 | 5 |
| ❑ 3-Axle Trucks | 29 | 3 | 2 | 5 | 2 | 3 | 5 |
| ❑ 4+ Axle Trucks | 62 | 8 | 2 | 10 | 3 | 8 | 11 |
| ***Manufacturing Gross Trip Generation Forecast*** | ***628*** | ***76*** | ***23*** | ***99*** | ***33*** | ***74*** | ***107*** |
| ***PCE[3] Manufacturing Trip Generation Forecast:*** | | | | | | | |
| **140: Manufacturing (159,744 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 60 | 19 | 79 | 26 | 60 | 86 |
| ❑ 2-Axle Trucks | 48 | 8 | 0 | 8 | 3 | 5 | 8 |
| ❑ 3-Axle Trucks | 58 | 6 | 4 | 10 | 4 | 6 | 10 |
| ❑ 4+ Axle Trucks | 186 | 24 | 6 | 30 | 9 | 24 | 33 |
| ***PCE Manufacturing Trip Generation Forecast [A]*** | ***797*** | ***98*** | ***29*** | ***127*** | ***42*** | ***95*** | ***137*** |
| ***Warehousing Trip Generation Forecast:*** | | | | | | | |
| **150: Warehousing (360,205 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 35 | 11 | 46 | 14 | 39 | 53 |
| ❑ 2-Axle Trucks | 32 | 4 | 0 | 4 | 0 | 4 | 4 |
| ❑ 3-Axle Trucks | 29 | 4 | 0 | 4 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 61 | 4 | 3 | 7 | 4 | 3 | 7 |
| ***Warehousing Gross Trip Generation Forecast*** | ***627*** | ***47*** | ***14*** | ***61*** | ***18*** | ***50*** | ***68*** |
| ***PCE[3] Warehousing Trip Generation Forecast:*** | | | | | | | |
| **150: Warehousing (360,205 SF)** | | | | | | | |
| ❑ Passenger Cars | 505 | 35 | 11 | 46 | 14 | 39 | 53 |
| ❑ 2-Axle Trucks | 48 | 6 | 0 | 6 | 0 | 6 | 6 |
| ❑ 3-Axle Trucks | 58 | 8 | 0 | 8 | 0 | 8 | 8 |
| ❑ 4+ Axle Trucks | 183 | 12 | 9 | 21 | 12 | 9 | 21 |
| ***PCE Warehousing Trip Generation Forecast [B]*** | ***794*** | ***61*** | ***20*** | ***81*** | ***26*** | ***62*** | ***88*** |
| ***Warehousing Trip Generation Forecast:*** | | | | | | | |
| **157: Cold Storage Warehousing (175,000 SF)** | | | | | | | |
| ❑ Passenger Cars | 297 | 11 | 4 | 15 | 6 | 9 | 15 |
| ❑ 2-Axle Trucks | 19 | 2 | 0 | 2 | 0 | 2 | 2 |
| ❑ 3-Axle Trucks | 18 | 0 | 0 | 0 | 0 | 2 | 2 |
| ❑ 4+ Axle Trucks | 37 | 2 | 0 | 2 | 0 | 2 | 2 |
| ***Cold Storage Warehousing Gross Trip Generation Forecast*** | ***371*** | ***15*** | ***4*** | ***19*** | ***6*** | ***15*** | ***21*** |
| ***PCE[3] Warehousing Trip Generation Forecast:*** | | | | | | | |
| **157: Cold Storage Warehousing (175,000 SF)** | | | | | | | |
| ❑ Passenger Cars | 297 | 11 | 4 | 15 | 6 | 9 | 15 |
| ❑ 2-Axle Trucks | 29 | 3 | 0 | 3 | 0 | 3 | 3 |
| ❑ 3-Axle Trucks | 36 | 0 | 0 | 0 | 0 | 4 | 4 |
| ❑ 4+ Axle Trucks | 111 | 6 | 0 | 6 | 0 | 6 | 6 |
| ***PCE Cold Storage Warehousing Trip Generation Forecast [C]*** | ***473*** | ***20*** | ***4*** | ***24*** | ***6*** | ***22*** | ***28*** |
| ***Industrial Park Trip Generation Forecast:*** | | | | | | | |
| **130: Industrial Park (174,055) [D]** | 587 | 57 | 13 | 70 | 15 | 55 | 70 |
| ***Light Industrial Trip Generation Forecast:*** | | | | | | | |
| **110: General Light Industrial (205,767 SF) [E]** | 1,021 | 127 | 17 | 144 | 17 | 113 | 130 |
| ***Project Total Trip Generation Forecast [A+B+C+D+E]*** | **3,672** | **363** | **83** | **446** | **106** | **347** | **453** |
| ***General Plan Conformance Project Total Trip Generation Forecast*** | **3,585** | **370** | **92** | **462** | **112** | **357** | **469** |
| ***Net Project Total Trip Generation Forecast*** | **+87** | **-7** | **-9** | **-16** | **-6** | **-10** | **-16** |

**Notes:**

- TE/TSF = Trip End per 1,000 Square Feet of Gross Floor Area

[2] Source: Trip rates based on *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).*
[3] All 2-axle, 3-axle and 4+axles trucks converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

# NOISE STUDY

## Latitude Business Park
## City of Corona, CA

***Prepared By:***

***Ldn Consulting, Inc.***

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**June 2, 2021**



EXHIBIT 9

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## COMMON TERMS

**Sound Pressure Level (SPL):** a ratio of one sound pressure to a reference pressure ($L_{ref}$) of 20 µPa. Because of the dynamic range of the human ear, the ratio is calculated logarithmically by 20 log ($L/L_{ref}$).

**A-weighted Sound Pressure Level (dBA):** Some frequencies of noise are more noticeable than others. To compensate for this fact, different sound frequencies are weighted more.

**Minimum Sound Level ($L_{min}$):** Minimum SPL or the lowest SPL measured over the time interval using the A-weighted network and slow time weighting.

**Maximum Sound Level ($L_{max}$):** Maximum SPL or the highest SPL measured over the time interval the A-weighted network and slow time weighting.

**Equivalent sound level ($L_{eq}$):** the true equivalent sound level measured over the run time. Leq is the A-weighted steady sound level that contains the same total acoustical energy as the actual fluctuating sound level.

**Day Night Sound Level (LDN)**: Representing the Day/Night sound level, this measurement is a 24 –hour average sound level where 10 dB is added to all the readings that occur between 10 pm and 7 am. This is primarily used in community noise regulations where there is a 10 dB "Penalty" for night time noise. Typically LDN's are measured using A weighting.

**Community Noise Exposure Level (CNEL)**: The accumulated exposure to sound measured in a 24-hour sampling interval and artificially boosted during certain hours. For CNEL, samples taken between 7 pm and 10 pm are boosted by 5 dB; samples taken between 10 pm and 7 am are boosted by 10 dB.

**Octave Band**: An octave band is defined as a frequency band whose upper band-edge frequency is twice the lower band frequency.

**Third-Octave Band**: A third-octave band is defined as a frequency band whose upper band-edge frequency is 1.26 times the lower band frequency.

**Response Time (F,S,I)**: The response time is a standardized exponential time weighting of the input signal according to fast (F), slow (S) or impulse (I) time response relationships. Time response can be described with a time constant. The time constants for fast, slow and impulse responses are 1.0 seconds, 0.125 seconds and 0.35 milliseconds, respectively.

## EXECUTIVE SUMMARY

This noise study has been completed to determine the noise impacts associated with the development of the proposed project. The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California.

### On-Site Noise Analysis

No noise sensitive land uses are proposed on the project site; therefore, no impacts from the adjacent roadways are anticipated. Mitigation measures are not necessary to meet the City standards.

### Off-Site Noise Analysis

The project does not directly or cumulatively create a noise level increase of more than 3 dBA CNEL on any roadway segment. Therefore, no direct or cumulative offsite noise impact is expected and the proposed project's contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

### Construction Noise Analysis

The City of Corona Development Code Section 17.84.040 limits construction activity to the hours of 7:00 a.m. to 8:00 p.m. from Monday to Saturday and from 10:00 a.m. to 6:00 p.m. on Sundays and federal holidays. The following recommended noise reductions measures should be employed to reduce the construction noise levels at the nearby residential areas. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

### Operational Analysis

The project will meet the 50 dBA Leq nighttime standard at its property lines per the City standards. No impacts are anticipated and no mitigation is required.

# 1.0 INTRODUCTION

## 1.1 Purpose of this Study

The purpose of this Noise study is to determine potential impacts (if any) that may be created by traffic, construction or operational noise (short term or long term) from the proposed Project. Should impacts be determined, the intent of this study would be to recommend suitable mitigation measures to bring those impacts to a level that would be considered less than significant.

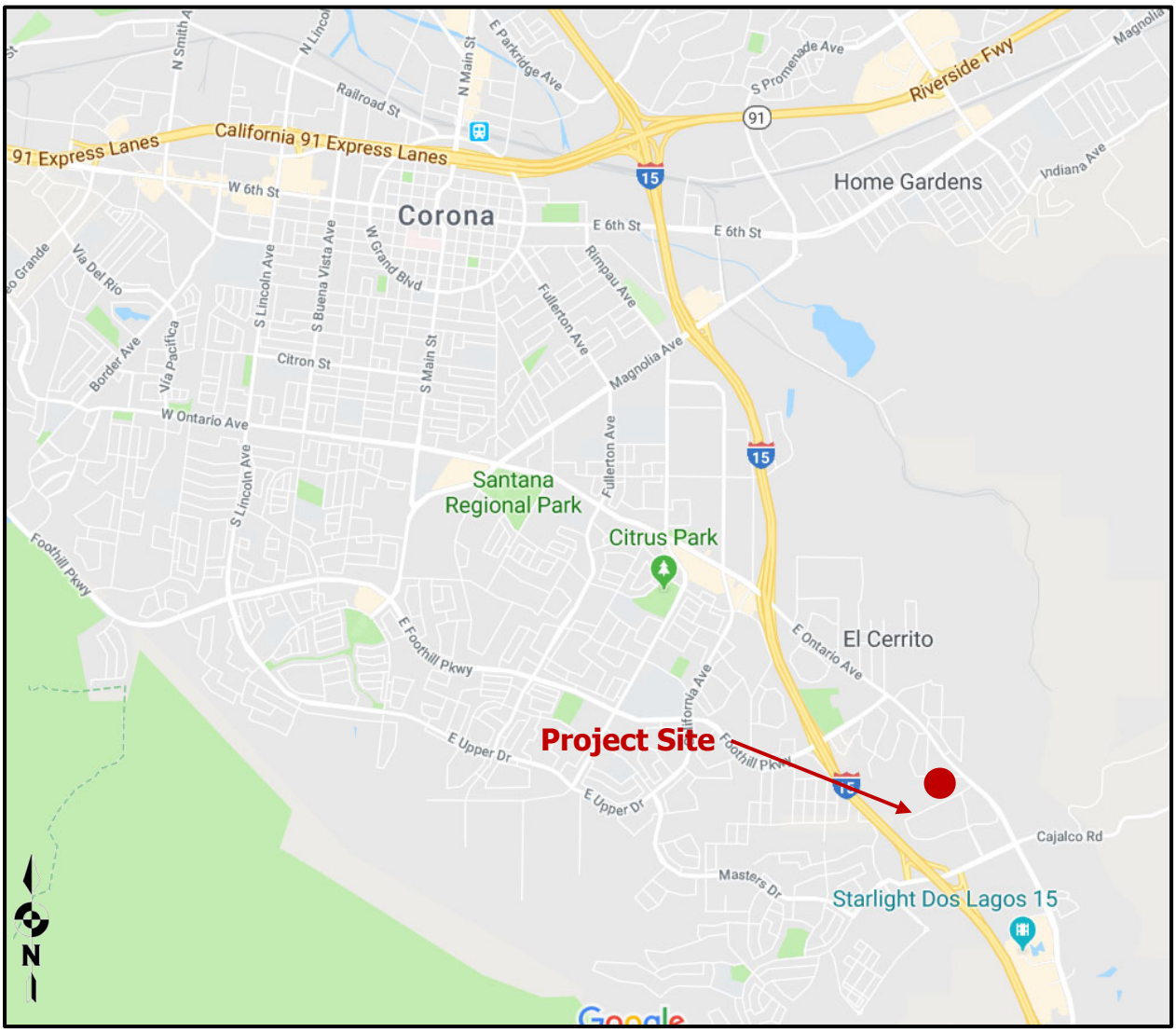
## 1.2 Project Location

The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. The general location of the project is shown on the Vicinity Map, Figure 1-A.

## 1.3 Project Description

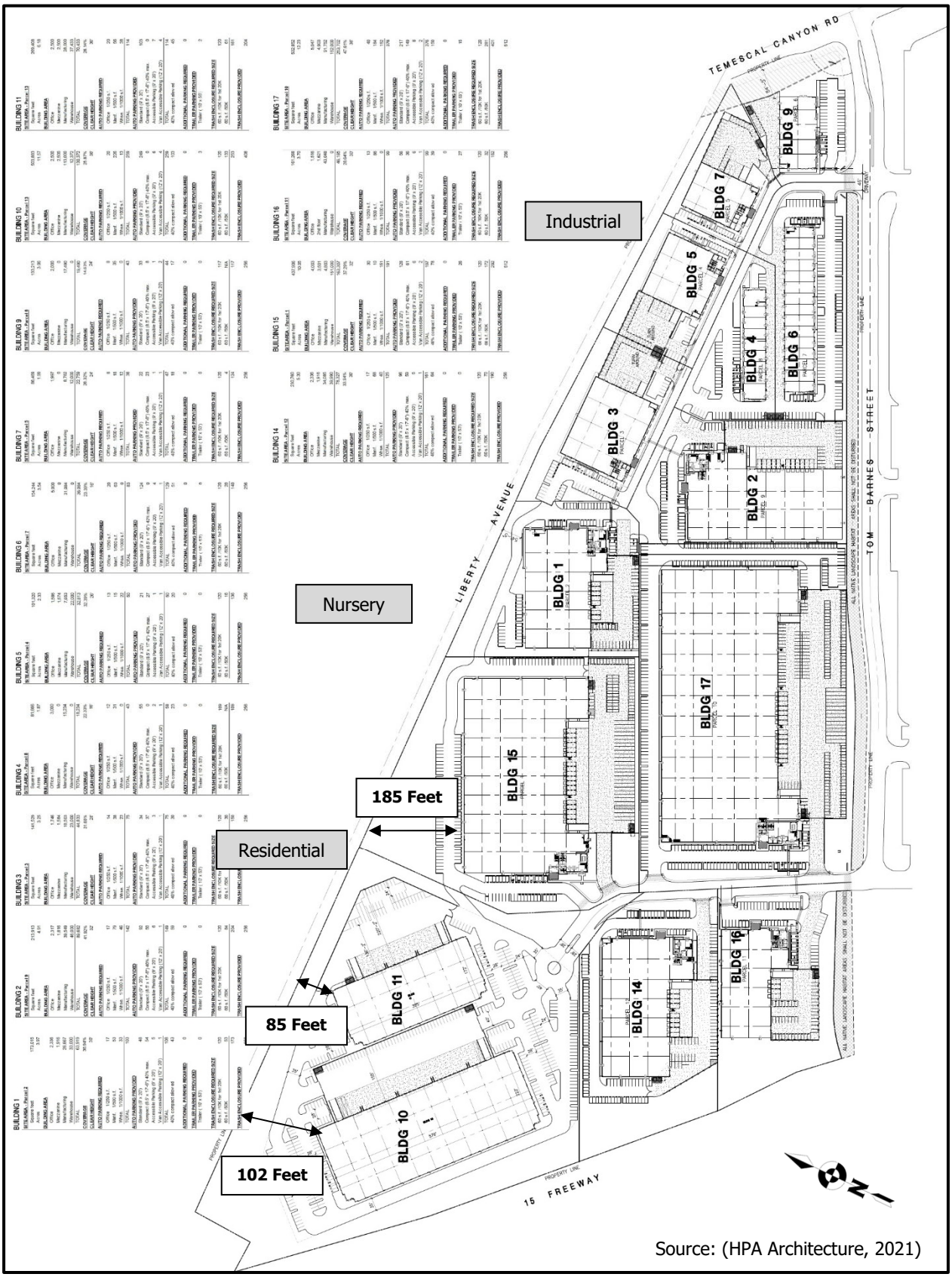
The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. A site plan map is shown in Figure 1-B.

**Figure 1-A: Project Vicinity Map**




Source: (Google, 2019)

## Figure 1-B: Site Plan Map




Source: (HPA Architecture, 2021)

## 1.4 Methodology and Equipment

### a. Noise Modeling Software

The projected roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL).

Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

### b. Noise Calculations and Factors

Noise is defined as unwanted or annoying sound which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level adequately describes the instantaneous noise whereas the equivalent sound level depicted as Leq represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The Community Noise Equivalent Level (CNEL) is the 24 hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicle's noise level is from a combination of the noise produced by the engine, exhaust and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds and increased number of trucks.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore, the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas and vegetation. On the other hand, fixed/point sources radiate outward uniformly as sound travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance.

The most effective noise reduction methods consist of controlling the noise at the source, blocking the noise transmission with barriers or relocating the receiver. Any or all of these methods may be required to reduce noise levels to an acceptable level.

## 2.0 NOISE STANDARDS

### 2.1 Traffic Noise Sources (Off-site)

Changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." In between 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. However, traffic related noise increases typically occur over a long time period of time rather than the immediately. Therefore, for the purposes of this analysis a 3 dBA increase seems to be appropriate.

Direct and cumulative roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dBA CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL in the area adjacent to the roadway segment.

### 2.2 Construction Noise Sources

Section 17.84.040 of City of Corona Development Code defines limits for construction- related noise at different time intervals. Construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays.

### 2.3 Stationary Noise Sources

City Municipal Code Section 17.84.040 set sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth below in Table 2-1. Residential land uses exist to the north and therefore, the Project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard the residential property line.

**Table 2-1: City Noise Limits**

| Receiving Land Use Category | Time of Day | Applicable Limit One-Hour Average Sound Level (in decibels) |
|---|---|---|
| Residential | 7:00 a.m. to 10:00 p.m. | 55 |
| | 10:00 p.m. to 7:00 a.m. | 50 |

## 3.0 TRAFFIC NOISE

### 3.1 Traffic Related Noise

The off-site project related roadway segment noise levels projected in this report were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. The noise contours are then established by iterating the equivalent noise level over many distances until the distance to the desired noise contour(s) are found.

The future traffic noise model utilizes a typical vehicle mix of 97.42% Autos, 1.84% Medium Trucks and 0.74% Heavy Trucks for all analyzed roadway segments to account for heavy truck traffic that is common in the area. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks and heavy trucks for input into the FHWA Model.

a) Direct Noise Impacts

To determine if direct off-site noise level increases associated with the development of the proposed project will create noise impacts. The noise levels for the existing conditions were compared with the noise level increase of existing plus the proposed project. Utilizing the project's traffic assessment (Source: LL&G Engineers, 2019), the noise levels for the roadways in the vicinity of the Project site are given in Table 3-1 for the Existing plus Project Scenario.

Please note, that the values given do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in Table 3-1. The roadway segment noise levels will increase from 0.1 dBA CNEL to 1.3 dBA CNEL with the development of the proposed project. Therefore, the proposed project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

**Table 3-1: Existing + Project Noise Levels**

| Roadway | Segment | Noise Level @ 50-Feet (dBA CNEL) | | | Significant Impact |
|---|---|---|---|---|---|
| | | No Project | With Project | Increase | |
| El Cerrito Road | I-15 NB Ramps and Ontario Ave | 68.3 | 68.6 | 0.3 | No |
| Temescal Canyon Road | El Cerrito Rd and Tom Barnes St | 71.4 | 71.6 | 0.2 | No |
| Tom Barnes | Tuscany St and Temescal Canyon Rd | 66.1 | 67.4 | 1.3 | No |
| Temescal Canyon Road | Tom Barnes Street and Cajalco Rd | 70.5 | 70.8 | 0.3 | No |
| Cajalco Road | I-15 NB Ramps and Temescal Canyon Rd | 72.4 | 72.5 | 0.1 | No |
| [1] Source: Project Traffic study prepared by LL&G Engineers, 2019 | | | | | |

b) Cumulative Noise Impacts

To determine if cumulative off-site noise level increases associated with the development of the proposed project will create noise impacts. The noise levels for the cumulative conditions were compared with the noise level increase with the proposed project. Utilizing the project's traffic assessment (Source: LL&G Engineers, 2019), the noise levels for the roadways in the vicinity of the Project site are given in Table 3-2 for the Cumulative plus Project Scenario.

Please note, that the values given do not take into account the effect of any noise barriers, structures or topography that may affect ambient noise levels. The project does not create a noise level increase of more than 3 dBA CNEL on any roadway segment as shown in Table 3-2. The roadway segment noise levels will increase from 0.8 dBA CNEL to 1.6 dBA CNEL with the development of the proposed project. Therefore, the proposed project's contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

**Table 3-2: Cumulative + Project Noise Levels**

| Roadway | Segment | Noise Level @ 50-Feet (dBA CNEL) | | | Significant Impact |
|---|---|---|---|---|---|
| | | No Project | With Project | Increase | |
| El Cerrito Road | I-15 NB Ramps and Ontario Ave | 68.3 | 69.4 | 1.1 | No |
| Temescal Canyon Road | El Cerrito Rd and Tom Barnes St | 71.4 | 72.2 | 0.8 | No |
| Tom Barnes | Tuscany St and Temescal Canyon Rd | 66.1 | 67.7 | 1.6 | No |
| Temescal Canyon Road | Tom Barnes Street and Cajalco Rd | 70.5 | 71.4 | 0.9 | No |
| Cajalco Road | I-15 NB Ramps and Temescal Canyon Rd | 72.4 | 73.6 | 1.3 | No |
| [1] Source: Project Traffic study prepared by LL&G Engineers, 2019 | | | | | |

## 3.2 Conclusions

No noise sensitive land uses are proposed on the project site; therefore, no impacts from the adjacent roadways are anticipated. Mitigation measures are not necessary to meet the City standards.

The project does not directly or cumulatively create a noise level increase of more than 3 dBA CNEL on any roadway segment. Therefore, the proposed project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses.

## 4.0 CONSTRUCTION NOISE

### 4.1 Construction Noise Levels

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment includes haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from 60 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor and reduced to 63 dBA at 200 feet from the source.

The Project site will be mass graded in one phase using the grading equipment identified in Table 4-1 below. The equipment is anticipated to be spread out over the entire site; some equipment may be operating at or near the property line while the rest of the equipment may be located over 800-feet from the same property line. This would result in an acoustical center for the grading operation at approximately 400-feet to the nearest property line.

**Table 4-1: Construction Noise Levels**

| Construction Equipment | Quantity | Source Level @ 50-Feet (dBA)[1] | Duty Cycle (Hours/Day) | Cumulative Noise Level @ 50-Feet (dBA) |
|---|---|---|---|---|
| Scraper | 4 | 8 | 75 | 81.0 |
| Compactor | 2 | 8 | 75 | 78.0 |
| Water Truck | 2 | 8 | 70 | 73.0 |
| Motor Grader | 2 | 8 | 73 | 76.0 |
| Loader | 2 | 8 | 72 | 75.0 |
| Dozer | 2 | 8 | 75 | 78.0 |
| Cranes | 2 | 8 | 78 | 81.0 |
| | | | Cumulative Levels @ 50 Feet (dBA) | 86.7 |

[1] Source: U.S. EPA 1971, U.S. DOT, 1995 and Empirical Data

## 4.2 Conclusions

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is through local control of construction hours determined by the City. The City of Corona Development Code Section 17.84.040 limits construction activity to the hours of 7:00 a.m. to 8:00 p.m. from Monday to Saturday and from 10:00 a.m. to 6:00 p.m. on Sundays and federal holidays.

The following recommended noise reductions measures should be employed to reduce the construction noise levels at the nearby residential areas. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. Homeowners shall be notified via postings on the construction site prior to the construction commencing.

## 5.0 OPERATIONAL NOISE

### 5.1 Operational Noise Levels

City Municipal Code Section 17.84.040 set sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth below in Table 1. Residential land uses exist to the north and therefore, the Project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard the residential property line.

This section examines the potential stationary noise source impacts associated with the development and operation of the proposed project. The project site is designed for light industrial/business park uses and therefore may utilize noise-producing equipment including rooftop mechanical ventilation units and truck activities. The cumulative noise level from all equipment will vary at the property line depending on the location and orientation of the equipment, the amount of each type of equipment and the size of each type of equipment.

It is important to note that the following projected noise levels assume the worst-case noise environment with the trucks and roof-top mounted mechanical ventilation all occurring at the same time. In reality, these noise levels will vary throughout the day. The mechanical ventilation may operate during nighttime hours and the delivery trucks may arrive during evening or morning hours.

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive residential land use exists over 800-feet to the north and are shielded by the proposed building. Therefore, no impacts are anticipated at the residential uses. The trucks utilizing these parking spaces and loading docks consist of regular trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site). As can be seen on the site plans, the trucks are shielded by the proposed building(s).

A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5

minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions.

As can be seen in Table 5-1, assuming all the trucks are operating for the full hour on site at the same time the noise levels would be below the 50 dBA nighttime thresholds at the nearest residential property lines to the north located 800 feet from Building 1 and 390 feet from Buildings 2 and 3 as can be seen in Figure 5-A below. Please refer to the project site plans for more details. Therefore, the truck activities are in compliance with the City's noise standards an no mitigation or impacts are anticipated.

**Table 5-1: Truck Activity Noise Levels**

| Noise Level @ 23 Feet (dBA) | Quantity | Cumulative Noise Level (dBA) | Average Distance to Property Line (Feet) | Noise Reduction due to distance (dBA) | Noise Reduction for Buildings (dBA) | Resultant Property Line Noise Level (dBA) |
|---|---|---|---|---|---|---|
| 67 | 18 | 79.6 | 390 | -24.6 | -10 | 45.0 |

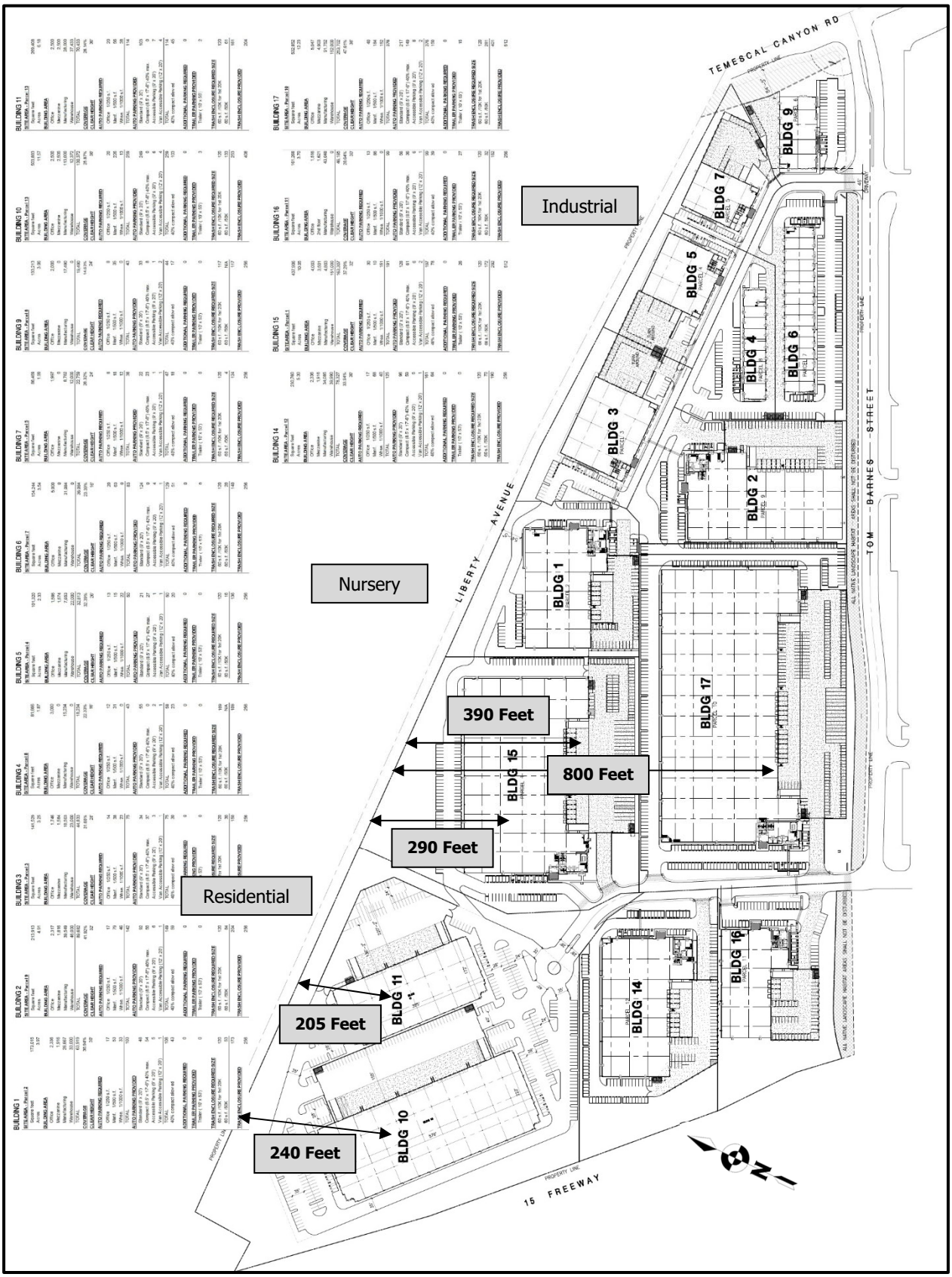
Roof-top Mechanical Ventilation Units

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case.

To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition.

## Figure 5-A: Average Stationary Noise Sources



HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more. The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 11 to the nearest residential property lines to the north and 240 feet from Building 10 and 290 feet from Building 15 as can be seen in Figure 5-A above. Please refer to the project site plans for more details. As can be seen in Table 5-2, the HVAC units will comply with the City's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated.

**Table 5-2: HVAC Noise Levels**

| Noise Level @ 3 Feet (dBA) | Quantity | Cumulative Noise Level (dBA) | Average Distance to Property Line (Feet) | Noise Reduction due to distance (dBA) | Noise Reduction for Shielding (dBA) | Resultant Property Line Noise Level (dBA) |
|---|---|---|---|---|---|---|
| 80 | 10 | 90.0 | 205 | -36.7 | -5 | 48.3 |

Cumulative Noise

The cumulative operational noise level, by summing the truck activities (45.0 dBA) and roof-top HVAC units (48.3 dBA) would result in an overall noise level of 50.0 dBA. It should be noted: this is conservative, since not all the HVAC units and trucks will be operating at the same time. Therefore, no cumulative offsite noise impact would result from project operations.

## 5.2 Conclusions

The project will meet the 50 dBA Leq nighttime standard at its property lines per the City standards. No impacts are anticipated and no mitigation is required.

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June 2, 2021

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**RE: Latitude Business Park Development Project Greenhouse Gas (GHG) Update**

The purpose of this Greenhouse Gas (GHG) letter is to identify any significant impacts, if any, which may be created from the construction and operation of the proposed Latitude Business Park industrial/warehousing development. The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. The GHG analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations spread out over the project site and will only install High Efficiency LED lighting in all the facilities and will implement solid waste recycling program where at least 75% of the waste is diverted from landfills and recycled.

The Project is located on roughly a 75 gross acre site located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. Project access will be provided via multiple points along Tom Barnes Street.

The project would start construction in 2020 and would be completed roughly 18 months after permits are issued and would be fully occupied in 2022.

GHG emissions from daily operations which would include sources such as Area, Energy, Mobile, Waste and Water uses. Area Sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate GHG emissions through the use of carbon fuel burning vehicles for transportation.

GHG impacts related to construction and daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for



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South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature.

The City of Corona guidelines for determining significance for GHGs under CEQA are identified in the CEQA Thresholds and Screening Tables prepared for the City of Corona by LSA in 2019. Under this methodology, projects could demonstrate compliance with the City's Climate Action Plan (CAP) by indicating how the project would achieve 100 points based on the City's screening checklist guidance. Upon achieving 100 points, the project would equally be screened out with respect to GHG and have a less than significant impact under CEQA. The City's screening tables give initial guidance for mitigating significance though does not specifically include a screening threshold. Also, the City's screening tables are geared more towards residential or commercial uses and provide little support for industrial uses with point schemes left mostly to be determined (TBD) (City of Corona, 2019).

The development of the point system is based on the City's planning that a total of 3,026 new residential units will be needed by 2030 and a total of approximately 4,970,550 square feet of new commercial and industrial buildings will be needed to accommodate anticipated job growth within the City. The CAP estimated that the growth would be 38 percent from the residential sector and 62 percent from commercial/industrial land uses. Using those ratios, the Screening Tables would need to reduce 6,147 MT CO2e from residential development and 9,943 MT CO2e from commercial/industrial development by 2030.

The City's CAP indicated that the Screening Tables for new commercial/industrial development would need to reduce 2.00 MT CO2e per 1,000 gross square feet of commercial/industrial building area. Given this, the project based on its size alone would be required to show a reduction in emission of 2,149.4 MT CO2e from the 2017 emissions scenario.

The City has also in the past indicated that small projects could alternatively demonstrate that the emissions for the development would not exceed a 3,000 MT for residential and mixed use projects and up to 10,000 MT for industrial projects per draft SCAQMD GHG screening thresholds (SCAQMD, 2008). These thresholds were developed for to identify projects which would have a less than significant GHG impact within the jurisdiction of SCAQMD.

**Project Related Construction Emissions**

The proposed construction schedule and construction equipment list is identified in Table 1 and is consistent with the original GHG analysis prepared in June 2019. Additionally, if the Project's construction activities are to occur at a later date than analyzed in this report, construction equipment emissions are conservative due to the increase efficiency of construction equipment over time.

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**Table 1: Proposed Construction Phase and Duration**

| Equipment Identification | Proposed Start | Proposed Completion | Quantity |
|---|---|---|---|
| **Site Preparation** | 01/01/2020 | 01/14/2020 | |
| Rubber Tired Dozers | | | 3 |
| Tractors/Loaders/Backhoes | | | 4 |
| **Grading** | 01/15/2020 | 02/25/2020 | |
| Excavators | | | 2 |
| Graders | | | 1 |
| Rubber Tired Dozers | | | 1 |
| Scrapers | | | 2 |
| Tractors/Loaders/Backhoes | | | 2 |
| **Paving** | 02/26/2020 | 03/24/2020 | |
| Pavers | | | 2 |
| Paving Equipment | | | 2 |
| Rollers | | | 2 |
| **Building Construction** | 03/25/2020 | 05/18/2021 | |
| Cranes | | | 1 |
| Forklifts | | | 3 |
| Generator Sets | | | 1 |
| Tractors/Loaders/Backhoes | | | 3 |
| Welders | | | 1 |
| **Architectural Coating** | 08/12/2020 | 10/05/2021 | |
| Air Compressors | | | 1 |
| This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2. | | | |

The CalEEMod 2016.3.2 model was utilized to determine annual $CO_2$ emissions for the proposed construction years. The construction emissions as calculated in CalEEMod are reported in Metric Tons and are shown in Table 2. It should be noted that GHGs are analyzed on a Metric Ton per year (MT/year) which is why Annual emissions are estimated.

**Table 2: Expected Annual Construction $CO_2$ Emissions Summary - MT/Year**

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| 2020 | 0.00 | 2,080.34 | 2,080.34 | 0.18 | 0.00 | 2,084.74 |
| 2021 | 0.00 | 1,973.37 | 1,973.37 | 0.13 | 0.00 | 1,976.68 |
| Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above.<br>CalEEMod annual output is attached to this letter. | | | | | | |

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The City's CAP is based on Screening Tables mostly for operational emissions. This project is an industrial project and this analysis relies on a comparative analysis. The CAP indicates that the comparative analysis should be between the 2017 emissions scenario which is how the Screening Thresholds are derived. The project is required to show a reduction of 2,149.4 MT $CO_2e$ based on the size of this project and the requirement to reduce emissions by 2 MT $CO_2e$ per 1,000 SF of facility size. Since construction emissions are the same between each model the difference in emissions would be zero MT $CO_2e$ and GHG significance would be based on operations alone.

Alternatively, Using SCAQMDs screening threshold for industrial projects, if the project produces fewer than 10,000 MT $CO_2e$ per year during construction, a less than significant GHG impact would be expected from Construction. Since the highest emissions would be expected to be 2,084.74 MT per year, a less than significant GHG impact would be expected from construction.

**Project Related Operational Emissions**

As previously discussed, emissions generated from Area, Energy, Mobile, Solid Waste and Water uses is also calculated within CalEEMod. The program is largely based on default settings which are automatically populated throughout the model based on the imputed land use. Statewide averages for utility emissions were utilized for the calculations throughout the model. The City of Corona recognizes CalEEMod as the preferred model for GHG emission calculations. The City's CAP requires that the Project would have less than significant GHG impacts if an industrial project either shows a reduction of 100 Point using the City's Screening Tables within the CAP or shows a reduction of 2.00 MT $CO_2e$ per 1,000 SF of commercial/industrial building area from the 2017 emissions scenario in 2030.

Industrial screening methodologies are limited within the City's Screening Tables with many of the suggested mitigation methodologies left as TBD. Based on this, the proposed Project will utilize the later methodology where the Project would be required to show a reduction of 2.00 MT $CO_2e$ per 1,000 SF. Since the modeling for the 2022 scenario was previously prepared and utilized within the Air Quality Study for the Project, the 2022 scenario was utilized. This comparison would be conservative since emissions within CalEEMod for 2017 would be higher.

As noted in the traffic analysis (See Table A of the traffic study), the traffic modeling assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE) (LL&G, November 2019). Table A breaks down the actual trips based on the number axels each truck would have. Since GHG impacts are based on truck size (number of axels), this analysis uses actual truck trips based on axels as reported in the project traffic study (See Table A). Additionally, the model was updated to reflect the estimated weekday Vehicle Miles Traveled (VMT) expected by the project (Fehr & Peers, 2019) with a yearly estimate of 10,802,025 VMT.

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**Project Design Features (PDF)**

The Project will provide 82 Level II Electric Vehicle (EV) chargers which will allow for onsite charging of EV which is an incentive to workers onsite to purchase EV.

As background to EVs, a standard petroleum-based car is rated in miles per gallon (MPG), Zero Emission Vehicles (ZEVs) such as EV are typically rated in kilowatt hours per 100 miles traveled. The U.S. Department of Energy has developed a mile per gallon gasoline equivalent unit (MPGe) of 0.337 kWh/100 miles traveled (Department of Energy, 2000). The U.S. Department of Energy estimates that the average fuel economy for ZEVs in 2017 is as high as 136 MPGe for the midsize Hyundai Ioniq, having a range of 124 miles. The higher range Tesla Model S can achieve a range of 335 miles with a fuel efficiency of 102 MPGe. For purposes of analysis within this report, an average fuel efficiency of 100 MPGe is used. Also, EV miles are assumed to offset GHGs from light duty cars.

EV Chargers onsite are expected to be utilized on average over the network of chargers between 2 and 3 hours per day for at least 260 days per work year. Each Level 2 charging Location runs on a 220-volt system and is capable of providing between 6.6 and 19.2 kW of power. Based on this, for a 100 MPGe vehicle, each hour of charging will provide a range of 56.97 miles or 113.94 miles on a 2 hour charge per vehicle. The EV Charges may be utilized more than 2 hours a day and this would be conservative.

Given this design feature to install 82 level II EV charging locations, the chargers would provide enough charge for 9,343.08 zero emission-driven miles per day or 2,429,200.8 miles per a 260 day work year. Based on a review of annual outputs from CalEEMod, for Light Duty cars only reduce emissions by 0.00027 MT $CO_2e$ per mile traveled. Based on this, the installation of 82 Level II charging stations would reduce $CO_2e$ emissions by 0.00027 MT per mile traveled times 2,429,200.8 annual miles or 655.88 MT $CO_2e$ per year.

Also, as a design feature, the project will exclusively utilize high-efficiency indoor and outdoor lighting in all buildings. One example of high-efficiency lighting is light-emitting diode (LED) lighting. LED indoor lighting is 75-90% more efficient than standard lighting. For example: a 10 watt LED bulb replaces a 60 watt standard bulb, which would be 83% more efficient. A typical 15 watt LED bulb has an equivalent rating of a 100 watt standard bulb.

High-efficiency lighting is addressed by both the 2013 Title 24 standards (CEC, 2012) and the 2016 Title 24 standards (CEC, 2015); these standards specifically call out lighting power density requirements for non-residential land uses. However, the lighting power density requirements do not change across the two sets of Title 24 standards. Rather, as illustrated by Table 140.6-B within the 2013 and 2016 Title 24 standards, the applicable requirement is 0.60 watts per

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SF. Of note, the default parameters of the version of CalEEMod used in this analysis (along with its predecessor versions) do not account for high-efficiency lighting technologies or the 2016 Title 24. For purposes of this analysis, the design feature to utilize 100% high-efficiency lighting would reduce energy usage from combined indoor and outdoor lighting by at least 75% which modified the intensity within CalEEMod directly.

As a design feature, the project would recycle and divert up at least 75% of solid waste. This requirement would be consistent with California's Assembly Bill 341 (AB-341) (State of California, 2011). As a design feature, the project would install low flow water fixtures within all restrooms and common areas. Also, the project would reduce outdoor water requirements by utilizing a native plant based landscaping scheme.

The 2022 emissions estimated within design features is shown in Table 3 below. Based on these findings, the Project would generate 9,650.61 MT $CO_2e$. The CalEEMod output for this scenario is shown in ***Attachment A*** to this report. Using the City's CAP, the project would be required to reduce GHG emissions by 2.00 MT $CO_2e$ per 1,000 gross square feet of commercial/industrial building area or 2,149.4 MT $CO_2e$.

**Table 3: Expected Operational Emissions Summary - MT/Year**

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| Area | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.09 |
| Energy | 0.00 | 4,478.06 | 4,478.06 | 0.16 | 0.05 | 4,497.64 |
| Mobile | 0.00 | 4,755.94 | 4,755.94 | 0.23 | 0.00 | 4,761.64 |
| Waste | 237.94 | 0.00 | 237.94 | 14.06 | 0.00 | 589.48 |
| Water | 78.85 | 787.29 | 866.14 | 8.13 | 0.20 | 1,128.59 |
| **Total** | **316.79** | **10,021.37** | **10,338.16** | **22.58** | **0.25** | **10,977.44** |
| 82 EV Chargers | | | | | | -655.88 |
| LED Lighting | | | | | | -523.58 |
| Recycling Program | | | | | | -147.37 |
| **Total Operations with PDFs** | **316.79** | **10,021.37** | **10,338.16** | **22.58** | **0.25** | **9,650.61** |

Modeling is based on the project design features to include High Efficiency LED lighting and Recycling Diversion onsite of at least 75%. Reductions from PDFs are shown separately.

GHG emission from 2030 including reduction from design features identified above from the Project would be 7,495.78 MT $CO_2e$ and are shown in Table 4. The CalEEMod output for this scenario is shown in ***Attachment B*** to this report. Therefore, the reduction would be 3,481.66

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MT $CO_2e$ which exceeds the requirement to alternatively reach 100 points identified within the CAP. Based on this, the project would have a less than significant GHG impact and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by local state and City regulations.

**Table 4: Expected Operational Emissions Summary 2030 - MT/Year**

| Year | Bio-$CO_2$ | NBio-$CO_2$ | Total $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|---|---|
| Area | 0.00 | 0.08 | 0.08 | 0.00 | 0.00 | 0.09 |
| Energy | 0.00 | 2929.26 | 2929.26 | 0.10 | 0.04 | 2942.74 |
| Mobile | 0.00 | 3927.38 | 3927.38 | 0.16 | 0.00 | 3931.45 |
| Waste | 178.45 | 0.00 | 178.45 | 10.55 | 0.00 | 442.11 |
| Water | 78.85 | 495.14 | 573.99 | 8.12 | 0.20 | 835.27 |
| 82 EV Chargers | | | | | | -655.88 |
| Total Operations 2030 | 257.30 | 7,351.86 | 7,609.16 | 18.93 | 0.24 | 7,495.78 |
| Total Operations 2022 (without PDF) | 514.60 | 11,774.38 | 12,288.98 | 37.76 | 0.44 | 10,977.44 |
| **Difference** | **-257.30** | **-4,422.52** | **-4,679.82** | **-18.83** | **-0.20** | **-3,481.66** |
| Modeling results shown for 2030 included PDFs. PDFs include 100% High Efficiency LED lighting, Low Flow water Fixtures and Recycling Diversion onsite of at least 75% | | | | | | |

Alternatively, using SCAQMDs screening threshold for industrial projects, since the project produces fewer than 10,000 MT $CO_2e$ screening threshold for industrial projects per year during operations in 2022, a less than significant GHG impact would be expected from the operations of this project.

Based on the findings, the project would be considered less than significant for GHG emissions. If you have any questions, please do not hesitate to contact me directly at (760) 473-1253.

**Sincerely,**
Ldn Consulting, Inc.

Jeremy Louden

**Ldn Consulting, Inc.**
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**Attachments:**

**Attachment A:** CalEEMod Model Results (2022 Scenario)
**Attachment B:** CalEEMod Model Results (2030 Scenario)

**Sources:**

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# Latitude Business Park (2022)

**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2022 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 536.32 | **CH4 Intensity (lb/MWhr)** | 0.022 | **N2O Intensity (lb/MWhr)** | 0.005 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
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| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

| | | | |
|---|---|---|---|
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| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
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| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
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| tblConstructionPhase | NumDays | 110.00 | 30.00 |
| tblConstructionPhase | NumDays | 75.00 | 20.00 |
| tblConstructionPhase | NumDays | 1,110.00 | 400.00 |
| tblConstructionPhase | NumDays | 75.00 | 300.00 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | LDT2 | 0.20 | 0.24 |

| | | | |
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| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
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| tblFleetMix | MHD | 0.02 | 0.04 |
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| tblLandUse | LotAcreage | 4.00 | 10.50 |
| tblLandUse | LotAcreage | 3.67 | 10.50 |
| tblLandUse | LotAcreage | 4.02 | 3.44 |
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| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 536.32 |
| tblProjectCharacteristics | N2OIntensityFactor | 0.006 | 0.005 |
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| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |

| | | | |
|---|---|---|---|
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| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
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| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
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| tblVehicleTrips | WD_TR | 6.83 | 3.37 |
| tblVehicleTrips | WD_TR | 3.82 | 3.93 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |

## 2.0 Emissions Summary

## 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 | | | | | |
| 2020 | 2.6181 | 6.9452 | 6.9288 | 0.0226 | 1.4434 | 0.1946 | 1.6381 | 0.4331 | 0.1824 | 0.6156 | 0.0000 | 2,080.3362 | 2,080.3362 | 0.1761 | 0.0000 | 2,084.7376 |
| 2021 | 4.0815 | 5.2912 | 6.0447 | 0.0214 | 1.2823 | 0.1187 | 1.4010 | 0.3452 | 0.1121 | 0.4573 | 0.0000 | 1,973.3708 | 1,973.3708 | 0.1325 | 0.0000 | 1,976.6825 |
| **Maximum** | **4.0815** | **6.9452** | **6.9288** | **0.0226** | **1.4434** | **0.1946** | **1.6381** | **0.4331** | **0.1824** | **0.6156** | **0.0000** | **2,080.3362** | **2,080.3362** | **0.1761** | **0.0000** | **2,084.7376** |

### 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 | | | | | |
| 2020 | 2.3421 | 4.1198 | 7.0294 | 0.0226 | 1.4434 | 0.0316 | 1.4750 | 0.4331 | 0.0302 | 0.4633 | 0.0000 | 2,080.3358 | 2,080.3358 | 0.1761 | 0.0000 | 2,084.7372 |
| 2021 | 3.9071 | 3.6482 | 6.1338 | 0.0214 | 1.2823 | 0.0189 | 1.3012 | 0.3452 | 0.0180 | 0.3632 | 0.0000 | 1,973.3705 | 1,973.3705 | 0.1325 | 0.0000 | 1,976.6822 |
| **Maximum** | **3.9071** | **4.1198** | **7.0294** | **0.0226** | **1.4434** | **0.0316** | **1.4750** | **0.4331** | **0.0302** | **0.4633** | **0.0000** | **2,080.3358** | **2,080.3358** | **0.1761** | **0.0000** | **2,084.7372** |

| | **ROG** | **NOx** | **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** | **6.72** | **36.52** | **-1.46** | **0.00** | **0.00** | **83.90** | **8.65** | **0.00** | **83.64** | **22.96** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2020 | 3-31-2020 | 1.4005 | 0.2356 |
| 2 | 4-1-2020 | 6-30-2020 | 2.0355 | 1.4263 |
| 3 | 7-1-2020 | 9-30-2020 | 2.7224 | 2.0750 |
| 4 | 10-1-2020 | 12-31-2020 | 3.3063 | 2.6324 |
| 5 | 1-1-2021 | 3-31-2021 | 3.0378 | 2.4477 |
| 6 | 4-1-2021 | 6-30-2021 | 3.0499 | 2.4533 |
| 7 | 7-1-2021 | 9-30-2021 | 3.0835 | 2.4803 |
| | | Highest | 3.3063 | 2.6324 |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 4,478.0648 | 4,478.0648 | 0.1577 | 0.0525 | 4,497.6396 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 237.9379 | 0.0000 | 237.9379 | 14.0617 | 0.0000 | 589.4810 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **316.7891** | **10,021.3832** | **10,338.1723** | **22.5784** | **0.2510** | **10,977.4375** |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 3,956.4719 | 3,956.4719 | 0.1363 | 0.0476 | 3,974.0627 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 178.4534 | 0.0000 | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **257.3046** | **9,499.7903** | **9,757.0949** | **19.0416** | **0.2462** | **10,306.4904** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **18.78** | **5.20** | **5.62** | **15.66** | **1.94** | **6.11** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0204 | 0.2121 | 0.1076 | 1.9000e-004 | | 0.0110 | 0.0110 | | 0.0101 | 0.0101 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **0.0204** | **0.2121** | **0.1076** | **1.9000e-004** | **0.0903** | **0.0110** | **0.1013** | **0.0497** | **0.0101** | **0.0598** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

### 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 | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.3300e-003 | 0.0101 | 0.1043 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **2.3300e-003** | **0.0101** | **0.1043** | **1.9000e-004** | **0.0903** | **3.1000e-004** | **0.0906** | **0.0497** | **3.1000e-004** | **0.0500** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0668 | 0.7530 | 0.4794 | 9.3000e-004 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 81.7264 | 81.7264 | 0.0264 | 0.0000 | 82.3872 |
| **Total** | **0.0668** | **0.7530** | **0.4794** | **9.3000e-004** | **0.1301** | **0.0326** | **0.1627** | **0.0540** | **0.0300** | **0.0840** | **0.0000** | **81.7264** | **81.7264** | **0.0264** | **0.0000** | **82.3872** |

## 3.3 Grading - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

### 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 | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.0495 | 0.4950 | 9.3000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 81.7263 | 81.7263 | 0.0264 | 0.0000 | 82.3871 |
| **Total** | **0.0114** | **0.0495** | **0.4950** | **9.3000e-004** | **0.1301** | **1.5200e-003** | **0.1316** | **0.0540** | **1.5200e-003** | **0.0555** | **0.0000** | **81.7263** | **81.7263** | **0.0264** | **0.0000** | **82.3871** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0136 | 0.1407 | 0.1465 | 2.3000e-004 | | 7.5300e-003 | 7.5300e-003 | | 6.9300e-003 | 6.9300e-003 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1902 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0450** | **0.1407** | **0.1465** | **2.3000e-004** | | **7.5300e-003** | **7.5300e-003** | | **6.9300e-003** | **6.9300e-003** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1902** |

## 3.4 Paving - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

### 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 | 2.8000e-003 | 0.0122 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1901 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0342** | **0.0122** | **0.1730** | **2.3000e-004** | | **3.7000e-004** | **3.7000e-004** | | **3.7000e-004** | **3.7000e-004** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1901** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2141 | 1.9378 | 1.7017 | 2.7200e-003 | | 0.1128 | 0.1128 | | 0.1061 | 0.1061 | 0.0000 | 233.9261 | 233.9261 | 0.0571 | 0.0000 | 235.3528 |
| **Total** | **0.2141** | **1.9378** | **1.7017** | **2.7200e-003** | | **0.1128** | **0.1128** | | **0.1061** | **0.1061** | **0.0000** | **233.9261** | **233.9261** | **0.0571** | **0.0000** | **235.3528** |

## 3.5 Building Construction - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

**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 | 0.0331 | 0.2257 | 1.7635 | 2.7200e-003 | | 4.1200e-003 | 4.1200e-003 | | 4.1200e-003 | 4.1200e-003 | 0.0000 | 233.9258 | 233.9258 | 0.0571 | 0.0000 | 235.3526 |
| **Total** | **0.0331** | **0.2257** | **1.7635** | **2.7200e-003** | | **4.1200e-003** | **4.1200e-003** | | **4.1200e-003** | **4.1200e-003** | **0.0000** | **233.9258** | **233.9258** | **0.0571** | **0.0000** | **235.3526** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1882 | 1.7258 | 1.6409 | 2.6700e-003 | | 0.0949 | 0.0949 | | 0.0892 | 0.0892 | 0.0000 | 229.3209 | 229.3209 | 0.0553 | 0.0000 | 230.7040 |
| **Total** | **0.1882** | **1.7258** | **1.6409** | **2.6700e-003** | | **0.0949** | **0.0949** | | **0.0892** | **0.0892** | **0.0000** | **229.3209** | **229.3209** | **0.0553** | **0.0000** | **230.7040** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

### 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 | 0.0325 | 0.2212 | 1.7286 | 2.6700e-003 | | 4.0400e-003 | 4.0400e-003 | | 4.0400e-003 | 4.0400e-003 | 0.0000 | 229.3206 | 229.3206 | 0.0553 | 0.0000 | 230.7038 |
| **Total** | **0.0325** | **0.2212** | **1.7286** | **2.6700e-003** | | **4.0400e-003** | **4.0400e-003** | | **4.0400e-003** | **4.0400e-003** | **0.0000** | **229.3206** | **229.3206** | **0.0553** | **0.0000** | **230.7038** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.0859 | 0.0934 | 1.5000e-004 | | 5.6600e-003 | 5.6600e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7486** | **0.0859** | **0.0934** | **1.5000e-004** | | **5.6600e-003** | **5.6600e-003** | | **5.6600e-003** | **5.6600e-003** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5200e-003 | 6.5700e-003 | 0.0935 | 1.5000e-004 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7378** | **6.5700e-003** | **0.0935** | **1.5000e-004** | | **2.0000e-004** | **2.0000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0217 | 0.1512 | 0.1799 | 2.9000e-004 | | 9.3200e-003 | 9.3200e-003 | | 9.3200e-003 | 9.3200e-003 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3920** | **0.1512** | **0.1799** | **2.9000e-004** | | **9.3200e-003** | **9.3200e-003** | | **9.3200e-003** | **9.3200e-003** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

**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 | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9400e-003 | 0.0128 | 0.1814 | 2.9000e-004 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3733** | **0.0128** | **0.1814** | **2.9000e-004** | | **3.9000e-004** | **3.9000e-004** | | **3.9000e-004** | **3.9000e-004** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Unmitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2022) - South Coast Air Basin, Annual

| | ROG | NOx | CO | SO2 | Fugitive 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 | 2,768.1327 | 2,768.1327 | 0.1136 | 0.0258 | 2,778.6619 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3,289.7256 | 3,289.7256 | 0.1350 | 0.0307 | 3,302.2387 |
| NaturalGas Mitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |
| NaturalGas Unmitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 2.08857e+006 | 508.0867 | 0.0208 | 4.7400e-003 | 510.0193 |
| Industrial Park | 1.65705e+006 | 403.1119 | 0.0165 | 3.7600e-003 | 404.6453 |
| Manufacturing | 1.62136e+006 | 394.4296 | 0.0162 | 3.6800e-003 | 395.9299 |
| Parking Lot | 314580 | 76.5281 | 3.1400e-003 | 7.1000e-004 | 76.8192 |
| Refrigerated Warehouse-No Rail | 6.99125e+006 | 1,700.7660 | 0.0698 | 0.0159 | 1,707.2352 |
| Unrefrigerated Warehouse-No Rail | 850096 | 206.8033 | 8.4800e-003 | 1.9300e-003 | 207.5899 |
| **Total** | | **3,289.7256** | **0.1350** | **0.0307** | **3,302.2387** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 1.63639e+006 | 398.0847 | 0.0163 | 3.7100e-003 | 399.5989 |
| Industrial Park | 1.17926e+006 | 286.8785 | 0.0118 | 2.6700e-003 | 287.9697 |
| Manufacturing | 1.27033e+006 | 309.0346 | 0.0127 | 2.8800e-003 | 310.2101 |
| Parking Lot | 78645 | 19.1320 | 7.8000e-004 | 1.8000e-004 | 19.2048 |
| Refrigerated Warehouse-No Rail | 6.68019e+006 | 1,625.0936 | 0.0667 | 0.0152 | 1,631.2750 |
| Unrefrigerated Warehouse-No Rail | 534011 | 129.9093 | 5.3300e-003 | 1.2100e-003 | 130.4034 |
| **Total** | | **2,768.1327** | **0.1136** | **0.0258** | **2,778.6619** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Unmitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| Unmitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Unmitigated | 237.9379 | 14.0617 | 0.0000 | 589.4810 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 255.15 | 51.7931 | 3.0609 | 0.0000 | 128.3153 |
| Industrial Park | 215.83 | 43.8115 | 2.5892 | 0.0000 | 108.5412 |
| Manufacturing | 198.08 | 40.2085 | 2.3763 | 0.0000 | 99.6147 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 164.5 | 33.3920 | 1.9734 | 0.0000 | 82.7273 |
| Unrefrigerated Warehouse-No Rail | 338.6 | 68.7327 | 4.0620 | 0.0000 | 170.2825 |
| **Total** | | **237.9379** | **14.0617** | **0.0000** | **589.4810** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 191.363 | 38.8449 | 2.2957 | 0.0000 | 96.2365 |
| Industrial Park | 161.873 | 32.8587 | 1.9419 | 0.0000 | 81.4059 |
| Manufacturing | 148.56 | 30.1563 | 1.7822 | 0.0000 | 74.7111 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 123.375 | 25.0440 | 1.4801 | 0.0000 | 62.0455 |
| Unrefrigerated Warehouse-No Rail | 253.95 | 51.5496 | 3.0465 | 0.0000 | 127.7118 |
| **Total** | | **178.4534** | **10.5463** | **0.0000** | **442.1108** |

## 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

# Latitude Business Park (2030)

**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2030 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 337.3 | **CH4 Intensity (lb/MWhr)** | 0.014 | **N2O Intensity (lb/MWhr)** | 0.003 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2030 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 40.00 | 10.00 |
| tblConstructionPhase | NumDays | 110.00 | 30.00 |
| tblConstructionPhase | NumDays | 75.00 | 20.00 |
| tblConstructionPhase | NumDays | 1,110.00 | 400.00 |
| tblConstructionPhase | NumDays | 75.00 | 300.00 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.03 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |

| | | | |
|---|---|---|---|
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDA | 0.55 | 0.55 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT1 | 0.04 | 0.04 |
| tblFleetMix | LDT2 | 0.21 | 0.24 |
| tblFleetMix | LDT2 | 0.21 | 0.24 |
| tblFleetMix | LDT2 | 0.21 | 0.08 |
| tblFleetMix | LDT2 | 0.21 | 0.20 |
| tblFleetMix | LDT2 | 0.21 | 0.08 |
| tblFleetMix | LDT2 | 0.21 | 0.08 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD1 | 0.01 | 0.02 |
| tblFleetMix | LHD2 | 5.7730e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.7730e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.7730e-003 | 0.05 |

| | | | |
|---|---|---|---|
| tblFleetMix | LHD2 | 5.7730e-003 | 5.8630e-003 |
| tblFleetMix | LHD2 | 5.7730e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.7730e-003 | 0.05 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MCY | 4.8540e-003 | 4.8030e-003 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MDV | 0.11 | 0.12 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MH | 7.6000e-004 | 8.9600e-004 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.02 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |

| | | | |
|---|---|---|---|
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | OBUS | 2.1680e-003 | 2.0870e-003 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | SBUS | 7.1700e-004 | 7.0800e-004 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblFleetMix | UBUS | 1.4900e-003 | 1.8180e-003 |
| tblLandUse | LotAcreage | 4.72 | 10.50 |
| tblLandUse | LotAcreage | 4.00 | 10.50 |
| tblLandUse | LotAcreage | 3.67 | 10.50 |
| tblLandUse | LotAcreage | 4.02 | 3.44 |
| tblLandUse | LotAcreage | 8.27 | 7.06 |
| tblLandUse | LotAcreage | 20.22 | 24.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0.029 | 0.014 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 337.3 |
| tblProjectCharacteristics | N2OIntensityFactor | 0.006 | 0.003 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | ST_TR | 2.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.73 | 0.00 |
| tblVehicleTrips | SU_TR | 0.62 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 6.83 | 3.37 |
| tblVehicleTrips | WD_TR | 3.82 | 3.93 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |

## 2.0 Emissions Summary

## 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 | | | | | |
| 2020 | 2.6181 | 6.9452 | 6.9288 | 0.0226 | 1.4434 | 0.1946 | 1.6381 | 0.4331 | 0.1824 | 0.6156 | 0.0000 | 2,080.3362 | 2,080.3362 | 0.1761 | 0.0000 | 2,084.7376 |
| 2021 | 4.0815 | 5.2912 | 6.0447 | 0.0214 | 1.2823 | 0.1187 | 1.4010 | 0.3452 | 0.1121 | 0.4573 | 0.0000 | 1,973.3708 | 1,973.3708 | 0.1325 | 0.0000 | 1,976.6825 |
| **Maximum** | **4.0815** | **6.9452** | **6.9288** | **0.0226** | **1.4434** | **0.1946** | **1.6381** | **0.4331** | **0.1824** | **0.6156** | **0.0000** | **2,080.3362** | **2,080.3362** | **0.1761** | **0.0000** | **2,084.7376** |

### 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 | | | | | |
| 2020 | 2.3421 | 4.1198 | 7.0294 | 0.0226 | 1.4434 | 0.0316 | 1.4750 | 0.4331 | 0.0302 | 0.4633 | 0.0000 | 2,080.3358 | 2,080.3358 | 0.1761 | 0.0000 | 2,084.7372 |
| 2021 | 3.9071 | 3.6482 | 6.1338 | 0.0214 | 1.2823 | 0.0189 | 1.3012 | 0.3452 | 0.0180 | 0.3632 | 0.0000 | 1,973.3705 | 1,973.3705 | 0.1325 | 0.0000 | 1,976.6822 |
| **Maximum** | **3.9071** | **4.1198** | **7.0294** | **0.0226** | **1.4434** | **0.0316** | **1.4750** | **0.4331** | **0.0302** | **0.4633** | **0.0000** | **2,080.3358** | **2,080.3358** | **0.1761** | **0.0000** | **2,084.7372** |

| | ROG | NOx | 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** | **6.72** | **36.52** | **-1.46** | **0.00** | **0.00** | **83.90** | **8.65** | **0.00** | **83.64** | **22.96** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2020 | 3-31-2020 | 1.4005 | 0.2356 |
| 2 | 4-1-2020 | 6-30-2020 | 2.0355 | 1.4263 |
| 3 | 7-1-2020 | 9-30-2020 | 2.7224 | 2.0750 |
| 4 | 10-1-2020 | 12-31-2020 | 3.3063 | 2.6324 |
| 5 | 1-1-2021 | 3-31-2021 | 3.0378 | 2.4477 |
| 6 | 4-1-2021 | 6-30-2021 | 3.0499 | 2.4533 |
| 7 | 7-1-2021 | 9-30-2021 | 3.0835 | 2.4803 |
| | | Highest | 3.3063 | 2.6324 |

## 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 | 4.4563 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 3,257.2988 | 3,257.2988 | 0.1087 | 0.0402 | 3,271.9911 |
| Mobile | 0.5420 | 3.5727 | 7.9394 | 0.0420 | 4.1285 | 0.0257 | 4.1542 | 1.1089 | 0.0240 | 1.1329 | 0.0000 | 3,927.3789 | 3,927.3789 | 0.1629 | 0.0000 | 3,931.4506 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 237.9379 | 0.0000 | 237.9379 | 14.0617 | 0.0000 | 589.4810 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 495.1397 | 573.9909 | 8.1193 | 0.1956 | 835.2728 |
| **Total** | **5.1184** | **4.6647** | **8.8985** | **0.0486** | **4.1285** | **0.1088** | **4.2373** | **1.1089** | **0.1071** | **1.2160** | **316.7891** | **7,679.8998** | **7,996.6889** | **22.4528** | **0.2358** | **8,628.2832** |

## 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 | 4.4563 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 2,929.2609 | 2,929.2609 | 0.0950 | 0.0373 | 2,942.7433 |
| Mobile | 0.5420 | 3.5727 | 7.9394 | 0.0420 | 4.1285 | 0.0257 | 4.1542 | 1.1089 | 0.0240 | 1.1329 | 0.0000 | 3,927.3789 | 3,927.3789 | 0.1629 | 0.0000 | 3,931.4506 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 178.4534 | 0.0000 | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 495.1397 | 573.9909 | 8.1193 | 0.1956 | 835.2728 |
| **Total** | **5.1184** | **4.6647** | **8.8985** | **0.0486** | **4.1285** | **0.1088** | **4.2373** | **1.1089** | **0.1071** | **1.2160** | **257.3046** | **7,351.8619** | **7,609.1666** | **18.9237** | **0.2329** | **8,151.6652** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **18.78** | **4.27** | **4.85** | **15.72** | **1.24** | **5.52** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

Latitude Business Park (2030) - South Coast Air Basin, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0204 | 0.2121 | 0.1076 | 1.9000e-004 | | 0.0110 | 0.0110 | | 0.0101 | 0.0101 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **0.0204** | **0.2121** | **0.1076** | **1.9000e-004** | **0.0903** | **0.0110** | **0.1013** | **0.0497** | **0.0101** | **0.0598** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

### 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 | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.3300e-003 | 0.0101 | 0.1043 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **2.3300e-003** | **0.0101** | **0.1043** | **1.9000e-004** | **0.0903** | **3.1000e-004** | **0.0906** | **0.0497** | **3.1000e-004** | **0.0500** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0668 | 0.7530 | 0.4794 | 9.3000e-004 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 81.7264 | 81.7264 | 0.0264 | 0.0000 | 82.3872 |
| **Total** | **0.0668** | **0.7530** | **0.4794** | **9.3000e-004** | **0.1301** | **0.0326** | **0.1627** | **0.0540** | **0.0300** | **0.0840** | **0.0000** | **81.7264** | **81.7264** | **0.0264** | **0.0000** | **82.3872** |

## 3.3 Grading - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

### 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 | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.0495 | 0.4950 | 9.3000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 81.7263 | 81.7263 | 0.0264 | 0.0000 | 82.3871 |
| **Total** | **0.0114** | **0.0495** | **0.4950** | **9.3000e-004** | **0.1301** | **1.5200e-003** | **0.1316** | **0.0540** | **1.5200e-003** | **0.0555** | **0.0000** | **81.7263** | **81.7263** | **0.0264** | **0.0000** | **82.3871** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0136 | 0.1407 | 0.1465 | 2.3000e-004 | | 7.5300e-003 | 7.5300e-003 | | 6.9300e-003 | 6.9300e-003 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1902 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0450** | **0.1407** | **0.1465** | **2.3000e-004** | | **7.5300e-003** | **7.5300e-003** | | **6.9300e-003** | **6.9300e-003** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1902** |

## 3.4 Paving - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

### 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 | 2.8000e-003 | 0.0122 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1901 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0342** | **0.0122** | **0.1730** | **2.3000e-004** | | **3.7000e-004** | **3.7000e-004** | | **3.7000e-004** | **3.7000e-004** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1901** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2141 | 1.9378 | 1.7017 | 2.7200e-003 | | 0.1128 | 0.1128 | | 0.1061 | 0.1061 | 0.0000 | 233.9261 | 233.9261 | 0.0571 | 0.0000 | 235.3528 |
| **Total** | **0.2141** | **1.9378** | **1.7017** | **2.7200e-003** | | **0.1128** | **0.1128** | | **0.1061** | **0.1061** | **0.0000** | **233.9261** | **233.9261** | **0.0571** | **0.0000** | **235.3528** |

## 3.5 Building Construction - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

**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 | 0.0331 | 0.2257 | 1.7635 | 2.7200e-003 | | 4.1200e-003 | 4.1200e-003 | | 4.1200e-003 | 4.1200e-003 | 0.0000 | 233.9258 | 233.9258 | 0.0571 | 0.0000 | 235.3526 |
| **Total** | **0.0331** | **0.2257** | **1.7635** | **2.7200e-003** | | **4.1200e-003** | **4.1200e-003** | | **4.1200e-003** | **4.1200e-003** | **0.0000** | **233.9258** | **233.9258** | **0.0571** | **0.0000** | **235.3526** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1882 | 1.7258 | 1.6409 | 2.6700e-003 | | 0.0949 | 0.0949 | | 0.0892 | 0.0892 | 0.0000 | 229.3209 | 229.3209 | 0.0553 | 0.0000 | 230.7040 |
| **Total** | **0.1882** | **1.7258** | **1.6409** | **2.6700e-003** | | **0.0949** | **0.0949** | | **0.0892** | **0.0892** | **0.0000** | **229.3209** | **229.3209** | **0.0553** | **0.0000** | **230.7040** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

### 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 | 0.0325 | 0.2212 | 1.7286 | 2.6700e-003 | | 4.0400e-003 | 4.0400e-003 | | 4.0400e-003 | 4.0400e-003 | 0.0000 | 229.3206 | 229.3206 | 0.0553 | 0.0000 | 230.7038 |
| **Total** | **0.0325** | **0.2212** | **1.7286** | **2.6700e-003** | | **4.0400e-003** | **4.0400e-003** | | **4.0400e-003** | **4.0400e-003** | **0.0000** | **229.3206** | **229.3206** | **0.0553** | **0.0000** | **230.7038** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.0859 | 0.0934 | 1.5000e-004 | | 5.6600e-003 | 5.6600e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7486** | **0.0859** | **0.0934** | **1.5000e-004** | | **5.6600e-003** | **5.6600e-003** | | **5.6600e-003** | **5.6600e-003** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5200e-003 | 6.5700e-003 | 0.0935 | 1.5000e-004 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7378** | **6.5700e-003** | **0.0935** | **1.5000e-004** | | **2.0000e-004** | **2.0000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0217 | 0.1512 | 0.1799 | 2.9000e-004 | | 9.3200e-003 | 9.3200e-003 | | 9.3200e-003 | 9.3200e-003 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3920** | **0.1512** | **0.1799** | **2.9000e-004** | | **9.3200e-003** | **9.3200e-003** | | **9.3200e-003** | **9.3200e-003** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

**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 | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9400e-003 | 0.0128 | 0.1814 | 2.9000e-004 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3733** | **0.0128** | **0.1814** | **2.9000e-004** | | **3.9000e-004** | **3.9000e-004** | | **3.9000e-004** | **3.9000e-004** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

### 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.5420 | 3.5727 | 7.9394 | 0.0420 | 4.1285 | 0.0257 | 4.1542 | 1.1089 | 0.0240 | 1.1329 | 0.0000 | 3,927.3789 | 3,927.3789 | 0.1629 | 0.0000 | 3,931.4506 |
| Unmitigated | 0.5420 | 3.5727 | 7.9394 | 0.0420 | 4.1285 | 0.0257 | 4.1542 | 1.1089 | 0.0240 | 1.1329 | 0.0000 | 3,927.3789 | 3,927.3789 | 0.1629 | 0.0000 | 3,931.4506 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2030) - South Coast Air Basin, Annual

| | ROG | NOx | CO | SO2 | Fugitive 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 | 1,740.9218 | 1,740.9218 | 0.0723 | 0.0155 | 1,747.3425 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,068.9597 | 2,068.9597 | 0.0859 | 0.0184 | 2,076.5902 |
| NaturalGas Mitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |
| NaturalGas Unmitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 2.08857e+006 | 319.5436 | 0.0133 | 2.8400e-003 | 320.7222 |
| Industrial Park | 1.65705e+006 | 253.5234 | 0.0105 | 2.2500e-003 | 254.4584 |
| Manufacturing | 1.62136e+006 | 248.0629 | 0.0103 | 2.2100e-003 | 248.9778 |
| Parking Lot | 314580 | 48.1297 | 2.0000e-003 | 4.3000e-004 | 48.3072 |
| Refrigerated Warehouse-No Rail | 6.99125e+006 | 1,069.6382 | 0.0444 | 9.5100e-003 | 1,073.5832 |
| Unrefrigerated Warehouse-No Rail | 850096 | 130.0618 | 5.4000e-003 | 1.1600e-003 | 130.5415 |
| **Total** | | **2,068.9597** | **0.0859** | **0.0184** | **2,076.5902** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 1.63639e+006 | 250.3617 | 0.0104 | 2.2300e-003 | 251.2850 |
| Industrial Park | 1.17926e+006 | 180.4224 | 7.4900e-003 | 1.6000e-003 | 181.0878 |
| Manufacturing | 1.27033e+006 | 194.3567 | 8.0700e-003 | 1.7300e-003 | 195.0735 |
| Parking Lot | 78645 | 12.0324 | 5.0000e-004 | 1.1000e-004 | 12.0768 |
| Refrigerated Warehouse-No Rail | 6.68019e+006 | 1,022.0467 | 0.0424 | 9.0900e-003 | 1,025.8161 |
| Unrefrigerated Warehouse-No Rail | 534011 | 81.7020 | 3.3900e-003 | 7.3000e-004 | 82.0033 |
| **Total** | | **1,740.9218** | **0.0723** | **0.0155** | **1,747.3425** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.4563 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |
| Unmitigated | 4.4563 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.8600e-003 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |
| **Total** | **4.4563** | **3.8000e-004** | **0.0422** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.1000e-004** | **0.0000** | **0.0878** |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.8600e-003 | 3.8000e-004 | 0.0422 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.1000e-004 | 0.0000 | 0.0878 |
| **Total** | **4.4563** | **3.8000e-004** | **0.0422** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.1000e-004** | **0.0000** | **0.0878** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 573.9909 | 8.1193 | 0.1956 | 835.2728 |
| Unmitigated | 573.9909 | 8.1193 | 0.1956 | 835.2728 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 109.8924 | 1.5545 | 0.0375 | 159.9156 |
| Industrial Park | 40.2514 / 0 | 92.9575 | 1.3149 | 0.0317 | 135.2719 |
| Manufacturing | 36.9399 / 0 | 85.3098 | 1.2067 | 0.0291 | 124.1431 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 93.4595 | 1.3220 | 0.0319 | 136.0025 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 192.3717 | 2.7212 | 0.0656 | 279.9397 |
| **Total** | | **573.9909** | **8.1193** | **0.1956** | **835.2728** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 109.8924 | 1.5545 | 0.0375 | 159.9156 |
| Industrial Park | 40.2514 / 0 | 92.9575 | 1.3149 | 0.0317 | 135.2719 |
| Manufacturing | 36.9399 / 0 | 85.3098 | 1.2067 | 0.0291 | 124.1431 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 93.4595 | 1.3220 | 0.0319 | 136.0025 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 192.3717 | 2.7212 | 0.0656 | 279.9397 |
| **Total** | | **573.9909** | **8.1193** | **0.1956** | **835.2728** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Unmitigated | 237.9379 | 14.0617 | 0.0000 | 589.4810 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 255.15 | 51.7931 | 3.0609 | 0.0000 | 128.3153 |
| Industrial Park | 215.83 | 43.8115 | 2.5892 | 0.0000 | 108.5412 |
| Manufacturing | 198.08 | 40.2085 | 2.3763 | 0.0000 | 99.6147 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 164.5 | 33.3920 | 1.9734 | 0.0000 | 82.7273 |
| Unrefrigerated Warehouse-No Rail | 338.6 | 68.7327 | 4.0620 | 0.0000 | 170.2825 |
| **Total** | | **237.9379** | **14.0617** | **0.0000** | **589.4810** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 191.363 | 38.8449 | 2.2957 | 0.0000 | 96.2365 |
| Industrial Park | 161.873 | 32.8587 | 1.9419 | 0.0000 | 81.4059 |
| Manufacturing | 148.56 | 30.1563 | 1.7822 | 0.0000 | 74.7111 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 123.375 | 25.0440 | 1.4801 | 0.0000 | 62.0455 |
| Unrefrigerated Warehouse-No Rail | 253.95 | 51.5496 | 3.0465 | 0.0000 | 127.7118 |
| **Total** | | **178.4534** | **10.5463** | **0.0000** | **442.1108** |

## 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

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*www.ldnconsulting.net* *fax 760-689-4943*


June 2, 2021

Patrick Tritz
Rexco Development
2518 N. Santiago Blvd.
Orange, CA 92867

**RE: Energy Use and Conservation – Latitude Business Park development - City of Corona, CA**

This analysis evaluates both construction and operational energy efficiency as it relates to non-renewable fuel sources including Electrical, Natural Gas, Diesel and Gasoline. This effort was prepared according to requirements established within Public Resource Code (PRC) Section 21100(b)(3) and California Environmental Quality Act (CEQA) Guidelines Section 15126.4. The intent is to adequately address the following CEQA questions:

*Would the project:*

1. *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
2. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

## *Project Description*

The Project site is located on the west side of Temescal Canyon Road, between La Gloria Street Road and Tom Barnes Street, in the City of Corona, California. The proposed Project consists of developing multiple industrial/manufacturing/warehousing buildings up to 379,882 Square Feet (SF) of industrial usage and up to 159,744 SF of manufacturing usage and up to 535,205 SF warehouse space. This analysis was updated due to the fact that up to 175,000 SF of that warehouse space could contain cold storage. The project is located on 75 gross acre site. Also, as a design feature, the project would utilize Tier 4 construction equipment. It is expected that project construction would begin sometime in 2020 and be fully built out in 2022. The proposed project will consume electricity, natural gas, diesel and gasoline for both construction and operations activities.

## *Construction*

Energy usage for construction equipment is best estimated using total horsepower hours and an assumed thermal efficiency of 30%. The most common measure of the energy efficiency of a tractor is referred to here as "specific volumetric fuel consumption" (SVFC), which is given in



EXHIBIT 11

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units of gallons per horsepower-hour (gal/hp-h). SVFC for diesel engines typically ranges from 0.0476 to 0.1110 gal/hp-h. Inverting these numbers yields a range of between 12-21 hp-h/gal. Over the last 30 years, fuel efficiency at maximum power has increased from roughly 14.5 to 16.5 hp-h/gal (VirginiaTech, 2010).

Project construction dates were estimated based on an estimated construction kickoff starting in July 2019 and completing the project sometime in 2020. Based on the equipment, quantity, work time, Horsepower (HP), the project would require a total of 1,242,791.20 hp-h (See Table 1 Below). Based on this, the project would consume roughly 75,321 gallons of diesel for construction. It should be noted that fuel consumption would go up if diesel construction equipment is poorly maintained. Based on this, the project shall properly maintain all equipment per manufacture recommendations.

**Table 1: Expected Construction Equipment**

| Equipment Identification | Construction Days | Hours per day | HP | Load Factor | Quantity | Horsepower Hours |
|---|---|---|---|---|---|---|
| **Site Preparation** | 10 | | | | | |
| Rubber Tired Dozers | | 8 | 247 | 0.4 | 3 | 23,712.00 |
| Tractors/Loaders/Backhoes | | 8 | 97 | 0.37 | 4 | 11,484.80 |
| **Grading** | 30 | | | | | |
| Excavators | | 8 | 158 | 0.38 | 2 | 28,819.20 |
| Graders | | 8 | 187 | 0.41 | 1 | 18,400.80 |
| Rubber Tired Dozers | | 8 | 247 | 0.4 | 1 | 23,712.00 |
| Scrapers | | 8 | 367 | 0.48 | 2 | 84,556.80 |
| Tractors/Loaders/Backhoes | | 8 | 97 | 0.37 | 2 | 17,227.20 |
| **Paving** | 20 | | | | | |
| Pavers | | 8 | 130 | 0.42 | 2 | 17,472.00 |
| Paving Equipment | | 8 | 132 | 0.36 | 2 | 15,206.40 |
| Rollers | | 8 | 80 | 0.38 | 2 | 9,728.00 |
| **Building Construction** | 400 | | | | | |
| Cranes | | 7 | 231 | 0.29 | 1 | 187,572.00 |
| Forklifts | | 8 | 89 | 0.2 | 3 | 170,880.00 |
| Generator Sets | | 8 | 84 | 0.74 | 1 | 198,912.00 |
| Tractors/Loaders/Backhoes | | 7 | 97 | 0.37 | 3 | 301,476.00 |
| Welders | | 8 | 46 | 0.45 | 1 | 66,240.00 |
| **Architectural Coating** | 300 | | | | | |
| Air Compressors | | 6 | 78 | 0.48 | 1 | 67,392.00 |
| Total Horsepower Hours | | | | | | 1,242,791.20 |
| Total Diesel Fuel (Gal) @ 16.5 hp-h/gal | | | | | | 75,321 |
| Construction Lists identified within **CalEEMod Attachment A** to this report which was used for the project GHG analysis | | | | | | |

Construction emissions from workers vendors and hauling are based on the estimated vehicle miles traveled (VMT) for the total construction duration which is 2,431,536 miles total. In California, the average fuel intensity for on-road vehicles is 0.0615 gal/mile (University of California, Irvine, 2005). Based on this, the vehicular trips would consume roughly 149,539.5 gallons total during construction.

On-road vehicles are regulated by state and federal regulations and vehicular fleet efficiencies are getting better each year. Additionally, all construction equipment shall be maintained as needed per manufactures recommendations. Based on this, the short-term energy demand during construction of the project and would not result in a wasteful or inefficient use of energy.

### *Operations*

*Energy – Utility Demand*

The State of California has implemented a number of energy reducing policies largely geared to reducing Greenhouse gasses (GHGs). The most notable is Assembly Bill (AB) 32 which was signed in 2006. Since then, the state has implemented two scoping plan updates which are geared to reduce GHG emissions by reducing energy consumption, increasing energy efficiency and increasing the usage of renewable sources. The state has also taken a strong step in increasing building efficiencies under Title 24, par 6 of California's Code of Regulations.

Under Title 24, Newly constructed non-residential buildings are estimated to achieve a 5% reduction in electricity consumption under the 2016 standards (California Energy Commission, 2015).

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings and schools and hospitals. The CALGreen 2016 standards became effective on January 1, 2017. The mandatory standards require the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Sixty five (65) percent of construction waste must be diverted from landfills.

- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15 percent improvement in energy requirements; stricter water conservation, 65 percent diversion of construction and demolition waste, 10 percent recycled content in building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30 percent improvement in energy requirements, stricter water conservation, 75 percent diversion of construction and demolition waste, 15 percent recycled content in building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar-reflective roofs.

Furthermore, the state has implemented a number of regulations which force utility electrical utility providers to increase renewable portfolios or procurement. Specifically, the following policies are noted:

SB 1078 (2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities equivalent to at least 1 percent of sales, with an aggregate goal of 20 percent by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20 percent of their power from renewable sources by 2010.

SB X1 2 (2011) expanded the RPS by establishing that 20 percent of the total electricity sold to retail customers in California per year by December 31, 2013, and 33 percent by December 31, 2020, and in subsequent years be secured from qualifying renewable energy sources. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. In addition to the retail sellers previously covered by the RPS, SB X1 2 added local, publicly owned electric utilities to the RPS.

SB 350 (2015) further expanded the RPS by establishing that 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030 be secured from qualifying renewable energy sources. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency.

SB 100 (2018) has further accelerated and expanded the RPS, requiring achievement of a 50 percent RPS by December 31, 2026 and a 60 percent RPS by December 31, 2030. SB 100 also established a new statewide policy goal that calls for eligible renewable energy resources and

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zero-carbon resources to supply 100 percent of electricity retail sales and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

Based on the project GHG analysis, the project would on average consume 22,268,634 kBTU of natural Gas and 11,378,826 kWH of electricity each year. Under that analysis, reductions from T24 (2019) were not accounted for which would improve the efficiency of the project in terms of energy consumption. Based on this, electricity use associated with project operation would not result in wasteful, inefficient, or an unnecessary use of energy. As noted earlier in this analysis the CalEEMod estimation tool output is provided as ***Attachment A*** to this letter.

*Energy – Vehicular Usage*

As noted in the traffic analysis (See Table A of the traffic study), the traffic modeling assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE) (LL&G, November 2019). Table A breaks down the actual trips based on the number axels each truck would have. Since GHG impacts are based on truck size (number of axels), this analysis uses actual truck trips based on axels as reported in the project traffic study (See Table A). The proposed project is within walking distance the Corona Cruiser Red Line (City of Corona - Corona Cruiser, 2019). The ease of access to this resource would result in reduced vehicle miles traveled, reducing gasoline use, and inhibiting wasteful, inefficient, or unnecessary use of energy. Furthermore, the project is within walking distance to shopping and eateries adjacent to the project site. Therefore, the project would have a less than significant impact.

Energy efficiency for vehicles have been increasing as efficiency is mandated by State specific policies geared to reduce GHG emissions using zero-emission vehicles. These policies are:

Executive Order (EO) B-16-12

In March 2012 EO B-16-12 directs state entities under the Governor's direction and control to support and facilitate development and distribution of ZEVs. This EO also sets a long-term target of reaching 1.5 million zero-emission vehicles on California's roadways by 2025. On a statewide basis, EO B-16-12 also establishes a GHG emissions reduction target from the transportation sector equaling 80 percent less than 1990 levels by 2050. In furtherance of this EO, the Governor convened an Interagency Working Group on Zero-Emission Vehicles that has published multiple reports regarding the progress made on the penetration of ZEVs in the statewide vehicle fleet.

California Senate Bill 350

In 2015, SB 350 – the Clean Energy and Pollution Reduction Act – was enacted into law. As one of its elements, SB 350 establishes a statewide policy for widespread electrification of the transportation sector, recognizing that such electrification is required for achievement of the state's 2030 and 2050 reduction targets (see Public Utilities Code Section 740.12).

These regulations ultimately are geared to reduce GHG emissions by powering vehicles by electric sources. These sources do actually produce offsite emissions from electric utility

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companies and consume electrical energy though the efficiencies of electricity production are much higher than standard gasoline or diesel-powered vehicles.
The project will install 82 electric vehicle charging stations which will allow employees to utilize electric vehicles for commuting to and from work.

Based on this, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions and efficiency will decrease. Given this, a less than significant impact under CEQA with respect to Energy Waste is expected and the project would not result in a wasteful or inefficient use of energy. Furthermore, the project would not conflict with or obstruct the State's or Local plans for renewable energy or energy efficiency.

Sincerely Ldn Consulting,

Jeremy Louden

**Attachment A:** CalEEMod outputs

**References:**

California Energy Commission. (2015, June 3). Retrieved from http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/15-day_language/impact_analysis/2016_Impact_Analysis_2015-06-03.pdf

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University of California, Irvine. (2005). *Fuel Efficiency and Motor Vehicle Travel.* Retrieved from http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.367.2859&rep=rep1&type=pdf

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# Latitude Business Park (2022)

**South Coast Air Basin, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 205.77 | 1000sqft | 10.50 | 205,770.00 | 0 |
| Industrial Park | 174.06 | 1000sqft | 10.50 | 174,060.00 | 0 |
| Manufacturing | 159.74 | 1000sqft | 10.50 | 159,740.00 | 0 |
| Refrigerated Warehouse-No Rail | 175.00 | 1000sqft | 3.44 | 175,000.00 | 0 |
| Unrefrigerated Warehouse-No Rail | 360.21 | 1000sqft | 7.06 | 360,210.00 | 0 |
| Parking Lot | 2,247.00 | Space | 24.00 | 898,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 10 | | | **Operational Year** | 2022 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 536.32 | **CH4 Intensity (lb/MWhr)** | 0.022 | **N2O Intensity (lb/MWhr)** | 0.005 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - RPS 2022 included

Land Use - site ac

Construction Phase - CS

Trips and VMT -

Architectural Coating -

Vehicle Trips - Default

Area Coating - sf

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Fleet Mix - adjusted to fit TS... General Industrial, Industrial Park set to default as TS doesn't estimate

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |

| | | | |
|---|---|---|---|
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 2.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 9.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 40.00 | 10.00 |
| tblConstructionPhase | NumDays | 110.00 | 30.00 |
| tblConstructionPhase | NumDays | 75.00 | 20.00 |
| tblConstructionPhase | NumDays | 1,110.00 | 400.00 |
| tblConstructionPhase | NumDays | 75.00 | 300.00 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.01 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | HHD | 0.03 | 0.09 |
| tblFleetMix | LDT2 | 0.20 | 0.24 |

| | | | |
|---|---|---|---|
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| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LDT2 | 0.20 | 0.08 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 2.5000e-003 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | LHD2 | 5.8630e-003 | 0.05 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 5.0000e-003 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblFleetMix | MHD | 0.02 | 0.04 |
| tblLandUse | LotAcreage | 4.72 | 10.50 |
| tblLandUse | LotAcreage | 4.00 | 10.50 |
| tblLandUse | LotAcreage | 3.67 | 10.50 |
| tblLandUse | LotAcreage | 4.02 | 3.44 |
| tblLandUse | LotAcreage | 8.27 | 7.06 |
| tblLandUse | LotAcreage | 20.22 | 24.00 |
| tblProjectCharacteristics | CH4IntensityFactor | 0.029 | 0.022 |
| tblProjectCharacteristics | CO2IntensityFactor | 702.44 | 536.32 |
| tblProjectCharacteristics | N2OIntensityFactor | 0.006 | 0.005 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | CW_TL | 16.60 | 19.02 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | ST_TR | 2.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.49 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | ST_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | SU_TR | 0.73 | 0.00 |
| tblVehicleTrips | SU_TR | 0.62 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | SU_TR | 1.68 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 4.96 |
| tblVehicleTrips | WD_TR | 6.83 | 3.37 |
| tblVehicleTrips | WD_TR | 3.82 | 3.93 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |
| tblVehicleTrips | WD_TR | 1.68 | 1.74 |

## 2.0 Emissions Summary

## 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 | | | | | |
| 2020 | 2.6181 | 6.9452 | 6.9288 | 0.0226 | 1.4434 | 0.1946 | 1.6381 | 0.4331 | 0.1824 | 0.6156 | 0.0000 | 2,080.3362 | 2,080.3362 | 0.1761 | 0.0000 | 2,084.7376 |
| 2021 | 4.0815 | 5.2912 | 6.0447 | 0.0214 | 1.2823 | 0.1187 | 1.4010 | 0.3452 | 0.1121 | 0.4573 | 0.0000 | 1,973.3708 | 1,973.3708 | 0.1325 | 0.0000 | 1,976.6825 |
| **Maximum** | **4.0815** | **6.9452** | **6.9288** | **0.0226** | **1.4434** | **0.1946** | **1.6381** | **0.4331** | **0.1824** | **0.6156** | **0.0000** | **2,080.3362** | **2,080.3362** | **0.1761** | **0.0000** | **2,084.7376** |

### 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 | | | | | |
| 2020 | 2.3421 | 4.1198 | 7.0294 | 0.0226 | 1.4434 | 0.0316 | 1.4750 | 0.4331 | 0.0302 | 0.4633 | 0.0000 | 2,080.3358 | 2,080.3358 | 0.1761 | 0.0000 | 2,084.7372 |
| 2021 | 3.9071 | 3.6482 | 6.1338 | 0.0214 | 1.2823 | 0.0189 | 1.3012 | 0.3452 | 0.0180 | 0.3632 | 0.0000 | 1,973.3705 | 1,973.3705 | 0.1325 | 0.0000 | 1,976.6822 |
| **Maximum** | **3.9071** | **4.1198** | **7.0294** | **0.0226** | **1.4434** | **0.0316** | **1.4750** | **0.4331** | **0.0302** | **0.4633** | **0.0000** | **2,080.3358** | **2,080.3358** | **0.1761** | **0.0000** | **2,084.7372** |

| | ROG | NOx | 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** | **6.72** | **36.52** | **-1.46** | **0.00** | **0.00** | **83.90** | **8.65** | **0.00** | **83.64** | **22.96** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2020 | 3-31-2020 | 1.4005 | 0.2356 |
| 2 | 4-1-2020 | 6-30-2020 | 2.0355 | 1.4263 |
| 3 | 7-1-2020 | 9-30-2020 | 2.7224 | 2.0750 |
| 4 | 10-1-2020 | 12-31-2020 | 3.3063 | 2.6324 |
| 5 | 1-1-2021 | 3-31-2021 | 3.0378 | 2.4477 |
| 6 | 4-1-2021 | 6-30-2021 | 3.0499 | 2.4533 |
| 7 | 7-1-2021 | 9-30-2021 | 3.0835 | 2.4803 |
| | | Highest | 3.3063 | 2.6324 |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 4,478.0648 | 4,478.0648 | 0.1577 | 0.0525 | 4,497.6396 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 237.9379 | 0.0000 | 237.9379 | 14.0617 | 0.0000 | 589.4810 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **316.7891** | **10,021.3832** | **10,338.1723** | **22.5784** | **0.2510** | **10,977.4375** |

## 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 | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Energy | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 3,956.4719 | 3,956.4719 | 0.1363 | 0.0476 | 3,974.0627 |
| Mobile | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 178.4534 | 0.0000 | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78.8512 | 787.2912 | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| **Total** | **5.3918** | **7.1450** | **13.0528** | **0.0578** | **4.1297** | **0.1255** | **4.2551** | **1.1094** | **0.1228** | **1.2322** | **257.3046** | **9,499.7903** | **9,757.0949** | **19.0416** | **0.2462** | **10,306.4904** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **18.78** | **5.20** | **5.62** | **15.66** | **1.94** | **6.11** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Preparation | Site Preparation | 1/1/2020 | 1/14/2020 | 5 | 10 | |
| 2 | Grading | Grading | 1/15/2020 | 2/25/2020 | 5 | 30 | |
| 3 | Paving | Paving | 2/26/2020 | 3/24/2020 | 5 | 20 | |
| 4 | Building Construction | Building Construction | 3/25/2020 | 10/5/2021 | 5 | 400 | |
| 5 | Architectural Coating | Architectural Coating | 8/12/2020 | 10/5/2021 | 5 | 300 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 24**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,612,170; Non-Residential Outdoor: 537,390; Striped Parking Area: 53,928 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 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 |
| Building Construction | 9 | 829.00 | 323.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 166.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

## 3.2 Site Preparation - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0204 | 0.2121 | 0.1076 | 1.9000e-004 | | 0.0110 | 0.0110 | | 0.0101 | 0.0101 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **0.0204** | **0.2121** | **0.1076** | **1.9000e-004** | **0.0903** | **0.0110** | **0.1013** | **0.0497** | **0.0101** | **0.0598** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

### 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 | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.3300e-003 | 0.0101 | 0.1043 | 1.9000e-004 | | 3.1000e-004 | 3.1000e-004 | | 3.1000e-004 | 3.1000e-004 | 0.0000 | 16.7153 | 16.7153 | 5.4100e-003 | 0.0000 | 16.8505 |
| **Total** | **2.3300e-003** | **0.0101** | **0.1043** | **1.9000e-004** | **0.0903** | **3.1000e-004** | **0.0906** | **0.0497** | **3.1000e-004** | **0.0500** | **0.0000** | **16.7153** | **16.7153** | **5.4100e-003** | **0.0000** | **16.8505** |

## 3.2 Site Preparation - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 4.0000e-004 | 3.1000e-004 | 3.4100e-003 | 1.0000e-005 | 9.9000e-004 | 1.0000e-005 | 1.0000e-003 | 2.6000e-004 | 1.0000e-005 | 2.7000e-004 | 0.0000 | 0.8898 | 0.8898 | 3.0000e-005 | 0.0000 | 0.8904 |
| **Total** | **4.0000e-004** | **3.1000e-004** | **3.4100e-003** | **1.0000e-005** | **9.9000e-004** | **1.0000e-005** | **1.0000e-003** | **2.6000e-004** | **1.0000e-005** | **2.7000e-004** | **0.0000** | **0.8898** | **0.8898** | **3.0000e-005** | **0.0000** | **0.8904** |

## 3.3 Grading - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0668 | 0.7530 | 0.4794 | 9.3000e-004 | | 0.0326 | 0.0326 | | 0.0300 | 0.0300 | 0.0000 | 81.7264 | 81.7264 | 0.0264 | 0.0000 | 82.3872 |
| **Total** | **0.0668** | **0.7530** | **0.4794** | **9.3000e-004** | **0.1301** | **0.0326** | **0.1627** | **0.0540** | **0.0300** | **0.0840** | **0.0000** | **81.7264** | **81.7264** | **0.0264** | **0.0000** | **82.3872** |

## 3.3 Grading - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

### 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 | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.0495 | 0.4950 | 9.3000e-004 | | 1.5200e-003 | 1.5200e-003 | | 1.5200e-003 | 1.5200e-003 | 0.0000 | 81.7263 | 81.7263 | 0.0264 | 0.0000 | 82.3871 |
| **Total** | **0.0114** | **0.0495** | **0.4950** | **9.3000e-004** | **0.1301** | **1.5200e-003** | **0.1316** | **0.0540** | **1.5200e-003** | **0.0555** | **0.0000** | **81.7263** | **81.7263** | **0.0264** | **0.0000** | **82.3871** |

## 3.3 Grading - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 1.3400e-003 | 1.0300e-003 | 0.0114 | 3.0000e-005 | 3.2900e-003 | 3.0000e-005 | 3.3200e-003 | 8.7000e-004 | 2.0000e-005 | 9.0000e-004 | 0.0000 | 2.9659 | 2.9659 | 9.0000e-005 | 0.0000 | 2.9680 |
| **Total** | **1.3400e-003** | **1.0300e-003** | **0.0114** | **3.0000e-005** | **3.2900e-003** | **3.0000e-005** | **3.3200e-003** | **8.7000e-004** | **2.0000e-005** | **9.0000e-004** | **0.0000** | **2.9659** | **2.9659** | **9.0000e-005** | **0.0000** | **2.9680** |

## 3.4 Paving - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0136 | 0.1407 | 0.1465 | 2.3000e-004 | | 7.5300e-003 | 7.5300e-003 | | 6.9300e-003 | 6.9300e-003 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1902 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0450** | **0.1407** | **0.1465** | **2.3000e-004** | | **7.5300e-003** | **7.5300e-003** | | **6.9300e-003** | **6.9300e-003** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1902** |

## 3.4 Paving - 2020

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

### 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 | 2.8000e-003 | 0.0122 | 0.1730 | 2.3000e-004 | | 3.7000e-004 | 3.7000e-004 | | 3.7000e-004 | 3.7000e-004 | 0.0000 | 20.0282 | 20.0282 | 6.4800e-003 | 0.0000 | 20.1901 |
| Paving | 0.0314 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0342** | **0.0122** | **0.1730** | **2.3000e-004** | | **3.7000e-004** | **3.7000e-004** | | **3.7000e-004** | **3.7000e-004** | **0.0000** | **20.0282** | **20.0282** | **6.4800e-003** | **0.0000** | **20.1901** |

## 3.4 Paving - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 6.7000e-004 | 5.1000e-004 | 5.6900e-003 | 2.0000e-005 | 1.6500e-003 | 1.0000e-005 | 1.6600e-003 | 4.4000e-004 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 1.4829 | 1.4829 | 4.0000e-005 | 0.0000 | 1.4840 |
| **Total** | **6.7000e-004** | **5.1000e-004** | **5.6900e-003** | **2.0000e-005** | **1.6500e-003** | **1.0000e-005** | **1.6600e-003** | **4.4000e-004** | **1.0000e-005** | **4.5000e-004** | **0.0000** | **1.4829** | **1.4829** | **4.0000e-005** | **0.0000** | **1.4840** |

## 3.5 Building Construction - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.2141 | 1.9378 | 1.7017 | 2.7200e-003 | | 0.1128 | 0.1128 | | 0.1061 | 0.1061 | 0.0000 | 233.9261 | 233.9261 | 0.0571 | 0.0000 | 235.3528 |
| **Total** | **0.2141** | **1.9378** | **1.7017** | **2.7200e-003** | | **0.1128** | **0.1128** | | **0.1061** | **0.1061** | **0.0000** | **233.9261** | **233.9261** | **0.0571** | **0.0000** | **235.3528** |

## 3.5 Building Construction - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

**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 | 0.0331 | 0.2257 | 1.7635 | 2.7200e-003 | | 4.1200e-003 | 4.1200e-003 | | 4.1200e-003 | 4.1200e-003 | 0.0000 | 233.9258 | 233.9258 | 0.0571 | 0.0000 | 235.3526 |
| **Total** | **0.0331** | **0.2257** | **1.7635** | **2.7200e-003** | | **4.1200e-003** | **4.1200e-003** | | **4.1200e-003** | **4.1200e-003** | **0.0000** | **233.9258** | **233.9258** | **0.0571** | **0.0000** | **235.3526** |

## 3.5 Building Construction - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.1104 | 3.4981 | 0.8821 | 8.2300e-003 | 0.2056 | 0.0171 | 0.2227 | 0.0593 | 0.0164 | 0.0757 | 0.0000 | 798.1130 | 798.1130 | 0.0533 | 0.0000 | 799.4446 |
| Worker | 0.3727 | 0.2869 | 3.1765 | 9.1600e-003 | 0.9186 | 7.1400e-003 | 0.9258 | 0.2440 | 6.5800e-003 | 0.2505 | 0.0000 | 827.7696 | 827.7696 | 0.0238 | 0.0000 | 828.3655 |
| **Total** | **0.4831** | **3.7850** | **4.0585** | **0.0174** | **1.1242** | **0.0243** | **1.1485** | **0.3033** | **0.0230** | **0.3262** | **0.0000** | **1,625.8826** | **1,625.8826** | **0.0771** | **0.0000** | **1,627.8100** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1882 | 1.7258 | 1.6409 | 2.6700e-003 | | 0.0949 | 0.0949 | | 0.0892 | 0.0892 | 0.0000 | 229.3209 | 229.3209 | 0.0553 | 0.0000 | 230.7040 |
| **Total** | **0.1882** | **1.7258** | **1.6409** | **2.6700e-003** | | **0.0949** | **0.0949** | | **0.0892** | **0.0892** | **0.0000** | **229.3209** | **229.3209** | **0.0553** | **0.0000** | **230.7040** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

### 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 | 0.0325 | 0.2212 | 1.7286 | 2.6700e-003 | | 4.0400e-003 | 4.0400e-003 | | 4.0400e-003 | 4.0400e-003 | 0.0000 | 229.3206 | 229.3206 | 0.0553 | 0.0000 | 230.7038 |
| **Total** | **0.0325** | **0.2212** | **1.7286** | **2.6700e-003** | | **4.0400e-003** | **4.0400e-003** | | **4.0400e-003** | **4.0400e-003** | **0.0000** | **229.3206** | **229.3206** | **0.0553** | **0.0000** | **230.7038** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0919 | 3.1104 | 0.7861 | 8.0000e-003 | 0.2015 | 6.3400e-003 | 0.2079 | 0.0581 | 6.0600e-003 | 0.0642 | 0.0000 | 776.4226 | 776.4226 | 0.0501 | 0.0000 | 777.6739 |
| Worker | 0.3411 | 0.2532 | 2.8642 | 8.6800e-003 | 0.9004 | 6.7900e-003 | 0.9072 | 0.2391 | 6.2500e-003 | 0.2454 | 0.0000 | 785.1339 | 785.1339 | 0.0211 | 0.0000 | 785.6621 |
| **Total** | **0.4330** | **3.3636** | **3.6503** | **0.0167** | **1.1020** | **0.0131** | **1.1151** | **0.2973** | **0.0123** | **0.3096** | **0.0000** | **1,561.5565** | **1,561.5565** | **0.0712** | **0.0000** | **1,563.3360** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0124 | 0.0859 | 0.0934 | 1.5000e-004 | | 5.6600e-003 | 5.6600e-003 | | 5.6600e-003 | 5.6600e-003 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7486** | **0.0859** | **0.0934** | **1.5000e-004** | | **5.6600e-003** | **5.6600e-003** | | **5.6600e-003** | **5.6600e-003** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.7362 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.5200e-003 | 6.5700e-003 | 0.0935 | 1.5000e-004 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 13.0216 | 13.0216 | 1.0100e-003 | 0.0000 | 13.0468 |
| **Total** | **1.7378** | **6.5700e-003** | **0.0935** | **1.5000e-004** | | **2.0000e-004** | **2.0000e-004** | | **2.0000e-004** | **2.0000e-004** | **0.0000** | **13.0216** | **13.0216** | **1.0100e-003** | **0.0000** | **13.0468** |

## 3.6 Architectural Coating - 2020

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0377 | 0.0290 | 0.3212 | 9.3000e-004 | 0.0929 | 7.2000e-004 | 0.0936 | 0.0247 | 6.6000e-004 | 0.0253 | 0.0000 | 83.6974 | 83.6974 | 2.4100e-003 | 0.0000 | 83.7576 |
| **Total** | **0.0377** | **0.0290** | **0.3212** | **9.3000e-004** | **0.0929** | **7.2000e-004** | **0.0936** | **0.0247** | **6.6000e-004** | **0.0253** | **0.0000** | **83.6974** | **83.6974** | **2.4100e-003** | **0.0000** | **83.7576** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0217 | 0.1512 | 0.1799 | 2.9000e-004 | | 9.3200e-003 | 9.3200e-003 | | 9.3200e-003 | 9.3200e-003 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3920** | **0.1512** | **0.1799** | **2.9000e-004** | | **9.3200e-003** | **9.3200e-003** | | **9.3200e-003** | **9.3200e-003** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

**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 | 3.3704 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.9400e-003 | 0.0128 | 0.1814 | 2.9000e-004 | | 3.9000e-004 | 3.9000e-004 | | 3.9000e-004 | 3.9000e-004 | 0.0000 | 25.2772 | 25.2772 | 1.7300e-003 | 0.0000 | 25.3206 |
| **Total** | **3.3733** | **0.0128** | **0.1814** | **2.9000e-004** | | **3.9000e-004** | **3.9000e-004** | | **3.9000e-004** | **3.9000e-004** | **0.0000** | **25.2772** | **25.2772** | **1.7300e-003** | **0.0000** | **25.3206** |

## 3.6 Architectural Coating - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | 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 | 0.0683 | 0.0507 | 0.5735 | 1.7400e-003 | 0.1803 | 1.3600e-003 | 0.1817 | 0.0479 | 1.2500e-003 | 0.0491 | 0.0000 | 157.2162 | 157.2162 | 4.2300e-003 | 0.0000 | 157.3220 |
| **Total** | **0.0683** | **0.0507** | **0.5735** | **1.7400e-003** | **0.1803** | **1.3600e-003** | **0.1817** | **0.0479** | **1.2500e-003** | **0.0491** | **0.0000** | **157.2162** | **157.2162** | **4.2300e-003** | **0.0000** | **157.3220** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |
| Unmitigated | 0.8153 | 6.0530 | 12.0934 | 0.0512 | 4.1297 | 0.0423 | 4.1720 | 1.1094 | 0.0397 | 1.1491 | 0.0000 | 4,755.9449 | 4,755.9449 | 0.2277 | 0.0000 | 4,761.6363 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 1,020.62 | 0.00 | 0.00 | 3,581,583 | 3,581,583 |
| Industrial Park | 586.58 | 0.00 | 0.00 | 1,848,635 | 1,848,635 |
| Manufacturing | 627.78 | 0.00 | 0.00 | 2,203,015 | 2,203,015 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Refrigerated Warehouse-No Rail | 304.50 | 0.00 | 0.00 | 1,037,552 | 1,037,552 |
| Unrefrigerated Warehouse-No Rail | 626.77 | 0.00 | 0.00 | 2,135,638 | 2,135,638 |
| Total | 3,166.25 | 0.00 | 0.00 | 10,806,424 | 10,806,424 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Industrial Park | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 79 | 19 | 2 |
| Manufacturing | 19.02 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Refrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |
| Unrefrigerated Warehouse-No | 19.02 | 8.40 | 6.90 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Industrial Park | 0.552111 | 0.043066 | 0.242894 | 0.118512 | 0.015605 | 0.002500 | 0.005000 | 0.010000 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Manufacturing | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Parking Lot | 0.552111 | 0.043066 | 0.201891 | 0.118512 | 0.015605 | 0.005863 | 0.021387 | 0.031253 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Refrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |
| Unrefrigerated Warehouse-No Rail | 0.552111 | 0.043066 | 0.082491 | 0.118512 | 0.015605 | 0.049000 | 0.041000 | 0.087900 | 0.002087 | 0.001818 | 0.004803 | 0.000708 | 0.000896 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Latitude Business Park (2022) - South Coast Air Basin, Annual

| | ROG | NOx | CO | SO2 | Fugitive 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 | 2,768.1327 | 2,768.1327 | 0.1136 | 0.0258 | 2,778.6619 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 3,289.7256 | 3,289.7256 | 0.1350 | 0.0307 | 3,302.2387 |
| NaturalGas Mitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |
| NaturalGas Unmitigated | 0.1201 | 1.0916 | 0.9169 | 6.5500e-003 | | 0.0830 | 0.0830 | | 0.0830 | 0.0830 | 0.0000 | 1,188.3391 | 1,188.3391 | 0.0228 | 0.0218 | 1,195.4008 |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 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 | | | | | |
| General Light Industry | 6.68547e+006 | 0.0361 | 0.3277 | 0.2753 | 1.9700e-003 | | 0.0249 | 0.0249 | | 0.0249 | 0.0249 | 0.0000 | 356.7620 | 356.7620 | 6.8400e-003 | 6.5400e-003 | 358.8821 |
| Industrial Park | 603988 | 3.2600e-003 | 0.0296 | 0.0249 | 1.8000e-004 | | 2.2500e-003 | 2.2500e-003 | | 2.2500e-003 | 2.2500e-003 | 0.0000 | 32.2311 | 32.2311 | 6.2000e-004 | 5.9000e-004 | 32.4226 |
| Manufacturing | 5.18995e+006 | 0.0280 | 0.2544 | 0.2137 | 1.5300e-003 | | 0.0193 | 0.0193 | | 0.0193 | 0.0193 | 0.0000 | 276.9556 | 276.9556 | 5.3100e-003 | 5.0800e-003 | 278.6014 |
| 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 |
| Refrigerated Warehouse-No Rail | 9.058e+006 | 0.0488 | 0.4440 | 0.3730 | 2.6600e-003 | | 0.0338 | 0.0338 | | 0.0338 | 0.0338 | 0.0000 | 483.3694 | 483.3694 | 9.2600e-003 | 8.8600e-003 | 486.2418 |
| Unrefrigerated Warehouse-No Rail | 731226 | 3.9400e-003 | 0.0358 | 0.0301 | 2.2000e-004 | | 2.7200e-003 | 2.7200e-003 | | 2.7200e-003 | 2.7200e-003 | 0.0000 | 39.0210 | 39.0210 | 7.5000e-004 | 7.2000e-004 | 39.2529 |
| **Total** | | **0.1201** | **1.0916** | **0.9169** | **6.5600e-003** | | **0.0830** | **0.0830** | | **0.0830** | **0.0830** | **0.0000** | **1,188.3391** | **1,188.3391** | **0.0228** | **0.0218** | **1,195.4008** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 2.08857e+006 | 508.0867 | 0.0208 | 4.7400e-003 | 510.0193 |
| Industrial Park | 1.65705e+006 | 403.1119 | 0.0165 | 3.7600e-003 | 404.6453 |
| Manufacturing | 1.62136e+006 | 394.4296 | 0.0162 | 3.6800e-003 | 395.9299 |
| Parking Lot | 314580 | 76.5281 | 3.1400e-003 | 7.1000e-004 | 76.8192 |
| Refrigerated Warehouse-No Rail | 6.99125e+006 | 1,700.7660 | 0.0698 | 0.0159 | 1,707.2352 |
| Unrefrigerated Warehouse-No Rail | 850096 | 206.8033 | 8.4800e-003 | 1.9300e-003 | 207.5899 |
| **Total** | | **3,289.7256** | **0.1350** | **0.0307** | **3,302.2387** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 1.63639e+006 | 398.0847 | 0.0163 | 3.7100e-003 | 399.5989 |
| Industrial Park | 1.17926e+006 | 286.8785 | 0.0118 | 2.6700e-003 | 287.9697 |
| Manufacturing | 1.27033e+006 | 309.0346 | 0.0127 | 2.8800e-003 | 310.2101 |
| Parking Lot | 78645 | 19.1320 | 7.8000e-004 | 1.8000e-004 | 19.2048 |
| Refrigerated Warehouse-No Rail | 6.68019e+006 | 1,625.0936 | 0.0667 | 0.0152 | 1,631.2750 |
| Unrefrigerated Warehouse-No Rail | 534011 | 129.9093 | 5.3300e-003 | 1.2100e-003 | 130.4034 |
| **Total** | | **2,768.1327** | **0.1136** | **0.0258** | **2,778.6619** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| Unmitigated | 4.4564 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

## 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 | 0.5107 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 3.9418 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.9500e-003 | 3.9000e-004 | 0.0425 | 0.0000 | | 1.5000e-004 | 1.5000e-004 | | 1.5000e-004 | 1.5000e-004 | 0.0000 | 0.0824 | 0.0824 | 2.2000e-004 | 0.0000 | 0.0879 |
| **Total** | **4.4564** | **3.9000e-004** | **0.0425** | **0.0000** | | **1.5000e-004** | **1.5000e-004** | | **1.5000e-004** | **1.5000e-004** | **0.0000** | **0.0824** | **0.0824** | **2.2000e-004** | **0.0000** | **0.0879** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |
| Unmitigated | 866.1424 | 8.1311 | 0.1986 | 1,128.5927 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 47.5843 / 0 | 165.8257 | 1.5567 | 0.0380 | 216.0726 |
| Industrial Park | 40.2514 / 0 | 140.2713 | 1.3168 | 0.0322 | 182.7749 |
| Manufacturing | 36.9399 / 0 | 128.7311 | 1.2085 | 0.0295 | 167.7380 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 40.4688 / 0 | 141.0288 | 1.3239 | 0.0323 | 183.7620 |
| Unrefrigerated Warehouse-No Rail | 83.2986 / 0 | 290.2856 | 2.7251 | 0.0666 | 378.2452 |
| **Total** | | **866.1424** | **8.1311** | **0.1986** | **1,128.5927** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 178.4534 | 10.5463 | 0.0000 | 442.1108 |
| Unmitigated | 237.9379 | 14.0617 | 0.0000 | 589.4810 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 255.15 | 51.7931 | 3.0609 | 0.0000 | 128.3153 |
| Industrial Park | 215.83 | 43.8115 | 2.5892 | 0.0000 | 108.5412 |
| Manufacturing | 198.08 | 40.2085 | 2.3763 | 0.0000 | 99.6147 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 164.5 | 33.3920 | 1.9734 | 0.0000 | 82.7273 |
| Unrefrigerated Warehouse-No Rail | 338.6 | 68.7327 | 4.0620 | 0.0000 | 170.2825 |
| **Total** | | **237.9379** | **14.0617** | **0.0000** | **589.4810** |

## 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 191.363 | 38.8449 | 2.2957 | 0.0000 | 96.2365 |
| Industrial Park | 161.873 | 32.8587 | 1.9419 | 0.0000 | 81.4059 |
| Manufacturing | 148.56 | 30.1563 | 1.7822 | 0.0000 | 74.7111 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Refrigerated Warehouse-No Rail | 123.375 | 25.0440 | 1.4801 | 0.0000 | 62.0455 |
| Unrefrigerated Warehouse-No Rail | 253.95 | 51.5496 | 3.0465 | 0.0000 | 127.7118 |
| **Total** | | **178.4534** | **10.5463** | **0.0000** | **442.1108** |

## 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

LATITUDE BUSINESS PARK L.L.C.
2518 N. Santiago Blvd.
Orange, CA 92687
(951) 898-1502

May 24, 2021

Ms. Joanne Coletta
Ms. Sandra Yang
City of Corona
Community Development Department
400 S. Vicentia Avenue
Corona, CA 92879

Re: **El Cerrito Specific Plan SP-91-2**
**Latitude Business Park**
**Specific Plan Amendment**

Dear Ms. Coleta and Ms. Yang,

Latitude Business Park LLC is requesting an amendment to the El Cerrito Specific Plan. The purpose of the amendment would be to provide an allowance for Cold Storage in the various buildings located in the Latitude Business Park project.

The proposed cold storage uses would not exceed a cumulative total of 175,000 square foot. There is approximately 1,074,780 square foot of total building area in the project. The cold storage uses could include portions of the various buildings.

There will be a owner's association for the project that will include CC&R'S for the project. There will be language included in the CC&R'S that will grant the owner's association the right to approve the proposed use for each building. This will insure that the amount of cold storage does not exceed the amount described in the specific plan.

The Greenhouse Gas study and Health Risk letter were revised to include the proposed cold storage use. The studies concluded that the Cold Storage use would not create additional impacts to the project. Additionally, trucking used for possible Cold Storage use did not impact the original counts used in the previous traffic study for the Latitude Business Park project

.

Latitude Business Park L.L.C. respectfully requests your assistance for the proposed amendment.

Latitude Business Park, LLC

Patrick Tritz

EXHIBIT 12

**File #:** 21-0697

# PLANNING AND HOUSING COMMISSION
# STAFF REPORT

DATE: 7/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**GPA2020-0003**: General Plan Amendment 2020-0003 is an application to amend the General Plan land use designation of 17.02 acres from Low Density Residential (3 to 6 dwelling units per acre) to Medium Density Residential (6 to 15 dwelling units per acre) on 8.07 acres and to General Commercial on 8.95 acres located on the southwest side of Foothill Parkway across from the intersection at Chase Drive. (Applicant: GF Investments, Inc.)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Plan and APPROVAL of GPA2020-0003, to the City Council based on the findings contained in the staff report and the conditions of approval, and adopt Resolution No. 2571 granting GPA2020-0003 as part of Cycle 1 of General Plan Amendments for 2021.

**PROJECT SITE SUMMARY**
**Area of property:** 17.02 acres
**Existing General Plan:** Low Density Residential (LDR, 3 to 6 du/ac)
**Proposed General Plan:** Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres and General Commercial (GC) on 8.95 acres
**Existing zoning:** Agriculture
**Proposed zoning:** R-3 (Multiple Family Residential) & C-3 (General Commercial)
**Existing land use:** Vacant
**Proposed land use:** Residential and Commercial
**Surrounding land uses:**
**S:** Plant Nursery
**N:** Vacant
**E:** Foothill Parkway with residential beyond

**W:** Vacant

**BACKGROUND**

General Plan Amendment 2020-0003 (GPA2020-0003) is part of the Skyline Village mixed use project that includes residential and commercial on 17.02 acres located on Foothill Parkway across from the intersection at Chase Drive. The project site consists of two vacant parcels that are planned to be developed as a mixed-use village concept consisting of 78 residential condominiums on 8.07 acres at the rear of the project site and various retail and service type uses on 8.95 acres located at the front near Foothill Parkway. In addition to GPA2020-0003, the proposed development requires several development related applications to allow the land uses planned for the project. The additional applications being reviewed in conjunction with GPA2020-0003 include:

- **Change of Zone 2020-0002:** CZ2020-0002 proposes to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **Tentative Tract Map 37691:** TTM 37691 proposes to subdivide 17.02 acres into two lots for condominium purposes for the commercial and residential land uses planned on the 8.95 acres in the C-3 zone and on the 8.07 acres in the R-3 zone.

- **Precise Plan 2020-0005:** PP2020-0005 is for the review of 25,715 square feet of commercial/retail and food space on 8.95 acres in the C-3 zone.

- **Conditional Use Permit 2020-0001:** CUP2020-0001 is to establish 78 residential condominiums on 8.07 acres in the R-3 zone.

<u>Infrastructure Committee</u>

The applicant initiated a conceptual development proposal on the project site in 2019. The project was initially discussed at the Infrastructure Committee at its meeting on February 6, 2019. The project at that time was entirely commercial on the project site and included a three-story Class A office building, grocery store, farmers market, restaurants, retail and commercial service spaces, and a gas station. The plan also included outdoor space for events. The Committee commented that noise and glare from lighting would need to be addressed should the development move forward and that connectivity to nearby trails from the project site should be maintained. The Committee also encouraged community outreach with the Orchard Glen residents to the south of the project site and with the residents located near Chase Drive across from Foothill Parkway. The Committee was receptive to the conceptual proposal.

The Infrastructure Committee at its meeting on December 2, 2020, was provided an update on the potential development of the project site, which involved changes since the previous meeting. The revised proposal included 78 condominiums with over 27,000 square feet of commercial and retail space plus a food hall and outdoor dining. The Committee expressed general support for the project.

## PROPOSED AMENDMENT

The project site is 17.02 acres and designated Low Density Residential (LDR) on the General Plan land use plan. The LDR allows for residential development having a density range of 3 to 6 dwelling units to the acre (du/ac). The LDR designation is for lower density development that usually includes single family detached residential units. The project site's current zoning of Agricultural is normally for growing food crops or plant nurseries with limited residential. The project is proposing to establish 78 residential condominiums on 8.07 acres, which results in a density of 9.66 du/ac. Therefore, to allow residential at a higher density than the LDR designation, an amendment to the General Plan land use plan is required in addition to a change of zone. The Medium Density Residential (MDR) proposed by the applicant allows a residential density range of 6 to 15 du/ac, which adheres to the density of the project. The change of zone, CZ2020-0002, application proposes to replace the Agricultural zone with a R-3 zone, which allows multiple family residential, including condominiums. This also establishes consistency with the General Plan.

The project also includes retail and service type commercial land uses on 8.95 acres which is not allowed by the LDR designation nor the Agricultural zone. Therefore, to allow the commercial uses proposed for the project, the applicant is proposing to amend the 8.95 acres on the General Plan land use plan to General Commercial (GC). CZ2020-0002 also proposes to replace the Agricultural zone with the C-3 (General Commercial) zone, which establishes consistency with the General Plan.

Site Surroundings

The general surroundings of the project site include Foothill Parkway to the northeast, and other properties designated LDR on the General Plan land use plan with pockets of properties near the site designated Open Space (OS). The properties designated OS are owned by the US Forest Service. An existing single family residential development consisting of 157 houses exist south of the project site. A residential subdivision named Skyline Heights was approved in 2017 and covers 291 acres near and adjacent to the project site. Skyline Heights consists of 292 residential lots and 96 acres of natural open space. Skyline Heights is not yet constructed but its General Plan designation is LDR.

On the other side of Foothill Parkway across from the project site is existing single family residential. The General Plan designation of the properties is LDR.

## ENVIRONMENTAL ANALYSIS

Per Section 15070 of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration was prepared for the project because the Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less than significant. Therefore, based on the project mitigation measures identified in the Mitigated Negative Declaration, there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant effect on the environment. The Mitigation Negative Declaration is recommended for adoption (Exhibit 5).

## FISCAL IMPACT

The applicant has paid the applicable application processing fees for this project.

## PUBLIC NOTICE AND COMMENTS

A 20-day public notice was mailed to all property owners within a 1000-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, the Community Development Department received a response from Mr. Bu Lee who is the owner of the three vacant properties that are landlocked behind the project site to the west and southwest. Mr. Lee voiced his concerns regarding the access road that the applicant is proposing to construct on the project site in order to provide access from Foothill Parkway to Mr. Lee's properties. The access road is located along the southerly perimeter of the project site. The road not only provides access to Mr. Lee's properties, but it also provides access to the abutting nursery to the south and serves as an emergency fire access for the project site. The road width ranges from 12 feet to 28 feet. The easterly portion of the road extending from Foothill Parkway to the commercial parking lot is 28 feet wide. The portion that extends to the nursery is 20 feet wide. From the nursery access point to Mr. Lee's properties the road is 12 feet wide. Mr. Lee stated to staff that he would like the developer to provide him a wider road to accommodate two-way access.

## STAFF ANALYSIS

The below table identifies the consistency of GPA2020-0003 to several of the goals and policies in the General Plan.

| Corona General Plan Goals and Policies | Project Consistency |
|---|---|
| **Goal LU-7.** Residential neighborhoods that contain a diversity of housing and supporting uses to meet the needs of Corona's residents and that are designed to enhance livability and a high quality of life. | The amendment promotes medium density residential housing, which allows housing types that are different from the mostly developed single family homes in the immediate area and thereby provides housing opportunities to Corona's residents. |
| **Policy LU-7.2.** Promote the development of innovative forms of housing that increase the diversity and affordability of units to meet the needs of the population, such as mixed-use that integrate housing with commercial and other uses, live/work structures, loft housing, and other similar housing types. | The amendment allows for housing that would meet the needs of certain population and provides opportunity for commercial services to be within walking distance to residential neighborhoods. |
| **Policy LU-7.4** Allow for the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to: schools, parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. | The amendment promotes residential and non-residential land uses to be integrated and provides Corona residents with leisure opportunities in proximity to housing instead of having to travel elsewhere. |

| | |
|---|---|
| **Goal LU-9.** Development of new residential neighborhoods that complement existing neighborhoods, contain a mix of neighborhood-supportive land uses, exhibit high quality architectural design, and ensure a high level of livability for their residents. | The proposed amendment would allow new residential development and neighborhood supportive land uses, which is required to adhere to adopted development standards and design standards that are intended to promote orderly and high-quality development. |
| **Policy LU-9.3.** Encourage the integration of a mix of housing types into new residential neighborhoods, which may include single-family homes, townhomes, row houses, live-work, and multi-family units to the extent the integration is appropriate and complements surrounding land uses. | The proposed amendment provides opportunity for new housing types within an area that is predominately single family and thereby encourages an integration of housing types into the neighborhood. |
| **Goal H-1.** Provide and maintain a balance of housing types and corresponding affordability levels to provide for the community's demands for housing within all economic segments of the City. | The proposed amendment provides people within certain income segments an opportunity for housing based on affordability. |
| **Policy H-1.3**. Provide sites for residential development so that scarcity of land does not unduly increase the cost or decrease the availability of housing for all segments of the community. | The proposed amendment maintains land within the city that would provide an opportunity for housing and at a higher density than its current density under the General Plan. |

<u>Housing Crisis Act of 2019</u>

Senate Bill 330 amended the Housing Accountability Act and became effective January 1, 2020. The Act, pursuant to Government Code Section 66300(i)(1), states *an affected county or an affected city is not prohibited from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential property.* This section is applicable to the city's action on amending the General Plan land use designation on 8.95 acres from Low Density Residential to General Commercial.

GPA2020-0003 proposes to replace a Low Density Residential designation with a less intensive use by proposing General Commercial in its place, which prohibits residential development. GPA2020-0003 however satisfies the no net loss in residential property by proposing Medium Density Residential in place of the Low Density Residential that exists on 8.09 acres. The Low Density Residential designation allows residential development ranging from 3 to 6 dwelling units to the acre, whereas the Medium Density Residential designation allows residential development ranging from 6 to 15 dwelling units to the acre. Therefore, the loss of residential units experienced on the 8.95 acres is being replaced on another parcel by amending the General Plan from Low Density to Medium Density, which more than doubles the amount of units initially allowed on the property.

## FINDINGS FOR THE APPROVAL OF GPA2020-0003

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but*:*

    *a. The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 4.*

    *b. There is no substantial evidence before the City that the revised project may have a significant effect.*

2. GPA2020-0003 is in the public interest and would not be detrimental to public health, safety and welfare for the following reason:

    *a. The amendment supports an additional opportunity for housing and neighborhood serving land uses, which is required to adhere to the city's development standards as adopted by the Corona Municipal Code to ensure development is orderly and supported by the necessary infrastructure.*

3. GPA2020-0003 is an internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

    *a. The amendment promotes medium density residential housing, which allows housing types that are different from the mostly developed single family homes in the immediate area and thereby provides housing opportunities to Corona's residents. This is consistent with Goal LU-7.*

    *b. The amendment allows for housing that would meet the needs of certain population and provides opportunity for commercial services to be within walking distance to residential neighborhoods. This is consistent with Policy LU-7.2.*

    *c. The amendment promotes residential and non-residential land uses to be integrated and provides Corona residents with leisure opportunities in proximity to housing instead of having to travel elsewhere. This is consistent with Policy LU-7.4.*

    *d. The proposed amendment would allow new residential development and neighborhood supportive land uses, which is required to adhere to adopted development standards and design standards that are intended to promote orderly and high-quality development. This is consistent with Goal LU-9.*

    *e. The proposed amendment provides opportunity for new housing types within an area that is predominately single family and thereby encourages an integration of housing types*

*into the neighborhood. This is consistent with Policy LU-9.3*

*f. The proposed amendment provides people within certain income segments an opportunity for housing based on affordability. This is consistent with Goal H-1*

*g. The proposed amendment maintains land within the city that would provide an opportunity for housing and at a higher density than its current density under the General Plan. This is consistent with Policy H-1.3.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2571
2. Locational and Zoning map
3. General Plan Amendment
4. Conditions of Approval
5. Environmental Documentation

**RESOLUTION NO. 2571**

**APPLICATION NUMBER: GPA2020-0003**

**A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA APPROVING A GENERAL PLAN AMENDMENT TO AMEND THE GENERAL PLAN LAND USE DESIGNATION OF 17.02 ACRES FROM LOW DENSITY RESIDENTIAL (3 TO 6 DWELLING UNITS PER ACRE) TO MEDIUM DENSITY RESIDENTIAL (6 TO 15 DWELLING UNITS PER ACRE) ON 8.07 ACRES AND TO GENERAL COMMERCIAL ON 8.95 ACRES LOCATED ON THE SOUTHWEST SIDE OF FOOTHILL PARKWAY ACROSS FROM THE INTERSECTION AT CHASE DRIVE AS PART OF CYCLE 1 FOR GENERAL PLAN AMENDMENTS 2021.**

**WHEREAS**, the Planning and Housing Commission of the City of Corona initiated proceedings through GPA2020-0003 to consider amending the City's General Plan land use map to change the general plan land use designation of 17.02 acres from Low Density Residential (3 to 6 dwelling units per acre) to Medium Density Residential (6 to 15 dwelling units per acre) on 8.07 acres and to General Commercial on 8.95 acres located on the southwest side of foothill parkway across from the intersection at chase drive; and

**WHEREAS**, the Planning and Housing Commission held a noticed public hearing for GPA2020-0003 on July 12, 2021 as required by law, and

**WHEREAS**, the Planning and Housing Commission after close of the public hearing considered all of the evidence presented in its deliberations; and

**WHEREAS**, the Planning and Housing Commission, by the majority of commission membership, approved GPA2020-0003 in accordance with the analysis and findings in the staff report; and

**WHEREAS**, the Planning and Housing Commission pursuant to CEQA Guidelines Section 15070, recommended the City Council adopt the Mitigated Negative Declaration prepared for GPA2020-0003, because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant and adopt

a resolution approving GPA2020-0003.

**NOW, THEREFORE BE IT RESOLVED BY THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** CEQA Findings. As the decision-making body for this GPA2020-0003 the Planning and Housing Commission has reviewed and considered the information contained in the MND, the initial study and the administrative records for this General Plan Amendment, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study and the administrative record, including all written and oral evidence presented to the Planning and Housing Commission, the Commission finds that the potential environmental impacts of this GPA2020-0003 are either "no impact" or "less-than-significant".

**SECTION 2.** Findings. GPA2020-0003 is internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the project's Conditions of Approval.*

    b. *There is no substantial evidence before the City that the revised project may have a significant effect.*

2. GPA2020-0003 is in the public interest and would not be detrimental to public health, safety and welfare for the following reason:

    a. *The amendment supports an additional opportunity for housing and neighborhood serving land uses, which is required to adhere to the city's development standards as adopted by the Corona Municipal Code to ensure development is orderly and supported by the necessary infrastructure.*

3. GPA2020-0003 is an internally consistent with the elements of the General Plan, including the goals and policies stated therein for the following reasons:

    a. *The amendment promotes medium density residential housing, which allows housing types that are different from the mostly developed single family homes in the immediate area and thereby provides housing opportunities to Corona's residents, this is consistent with Goal LU-7.*

    b. *The amendment allows for housing that would meet the needs of certain population*

*and provides opportunity for commercial services to be within walking distance to residential neighborhoods. This is consistent with Policy LU-7.2.*

*c. The amendment promotes residential and non-residential land uses to be integrated and provides Corona residents with leisure opportunities in proximity to housing instead of having to travel elsewhere. This is consistent with Policy LU-7.4.*

*d. The proposed amendment would allow new residential development and neighborhood supportive land uses, which is required to adhere to adopted development standards and design standards that are intended to promote orderly and high-quality development. This is consistent with Goal LU-9.*

*e. The proposed amendment provides opportunity for new housing types within an area that is predominately single family and thereby encourages an integration of housing types into the neighborhood. This is consistent with Policy LU-9.3*

*f. The proposed amendment provides people within certain income segments an opportunity for housing based on affordability. This is consistent with Goal H-1*

*g. The proposed amendment maintains land within the city that would provide an opportunity for housing and at a higher density than its current density under the General Plan. This is consistent with Policy H-1.3.*

**THAT THE COMMISSION** passes and adopts Resolution No. 2571 approving the General Plan Amendment granted in accordance with Exhibit 3 of the staff report for GPA2020-0003; and

**THAT THE COMMISSION** recommends to the City Council that it approve such General Plan Amendment as part of Cycle 1 for General Plan Amendments 2021 and adopt the MND prepared for GPA2020-0003.

Adopted this 12th day of July, 2021

_____
Craig Siqueland, Chair
Planning and Housing Commission
City of Corona, California

**ATTEST**:

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

I, Stella West, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in an adjourned regular session of said Planning and Housing Commission duly called and held on the 12th day of July, 2021, and was duly passed and adopted by the following vote, to wit:

**AYES:**

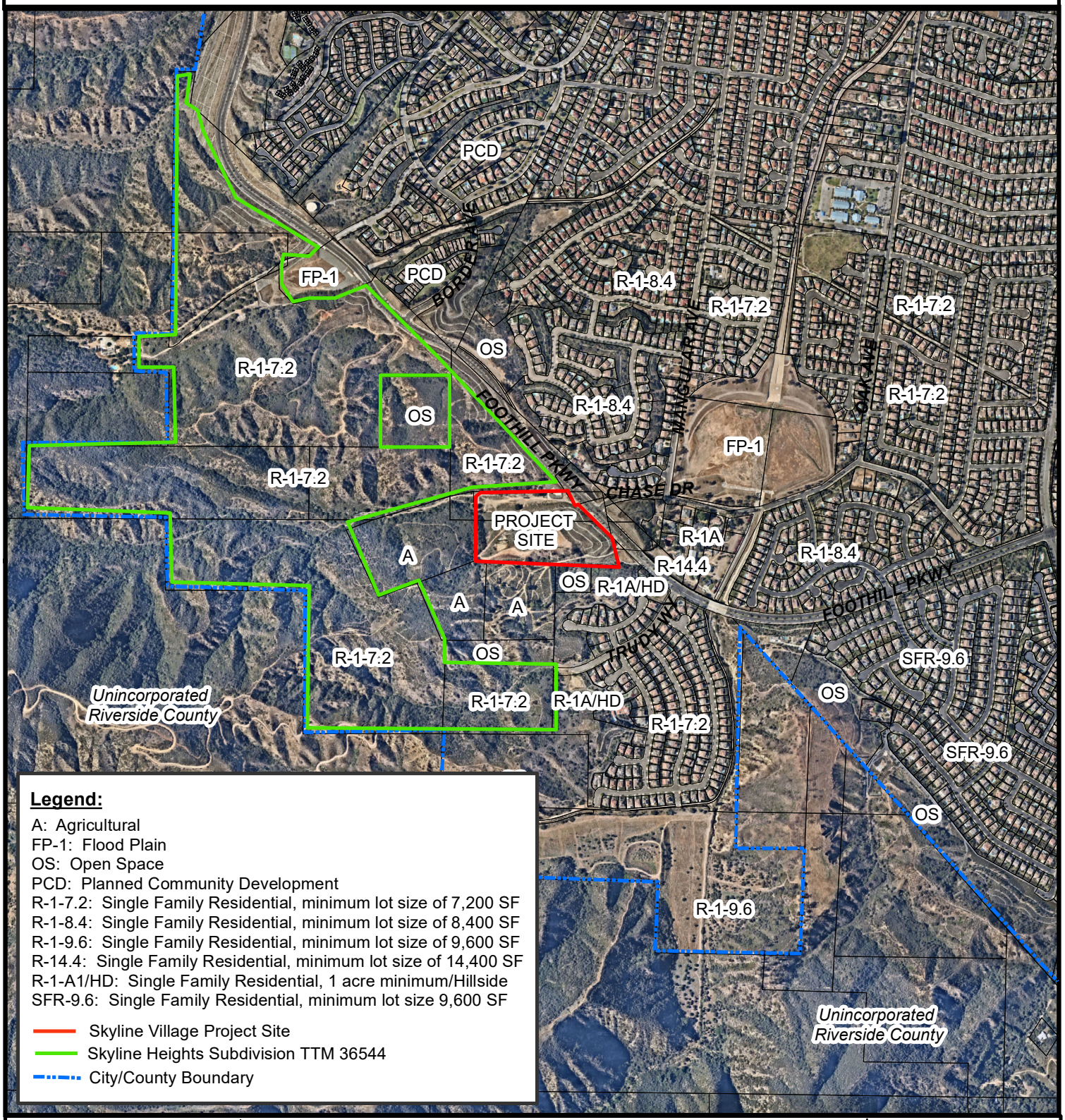
**NOES:**

**ABSENT:**

**ABSTAINED:**

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

# LOCATIONAL & ZONING MAP




Date: 06/30/2021

GPA2020-0003, CZ2020-0002, TTM37691, PP2020-0005, & CUP2020-0001

N W E S

EXHIBIT 2

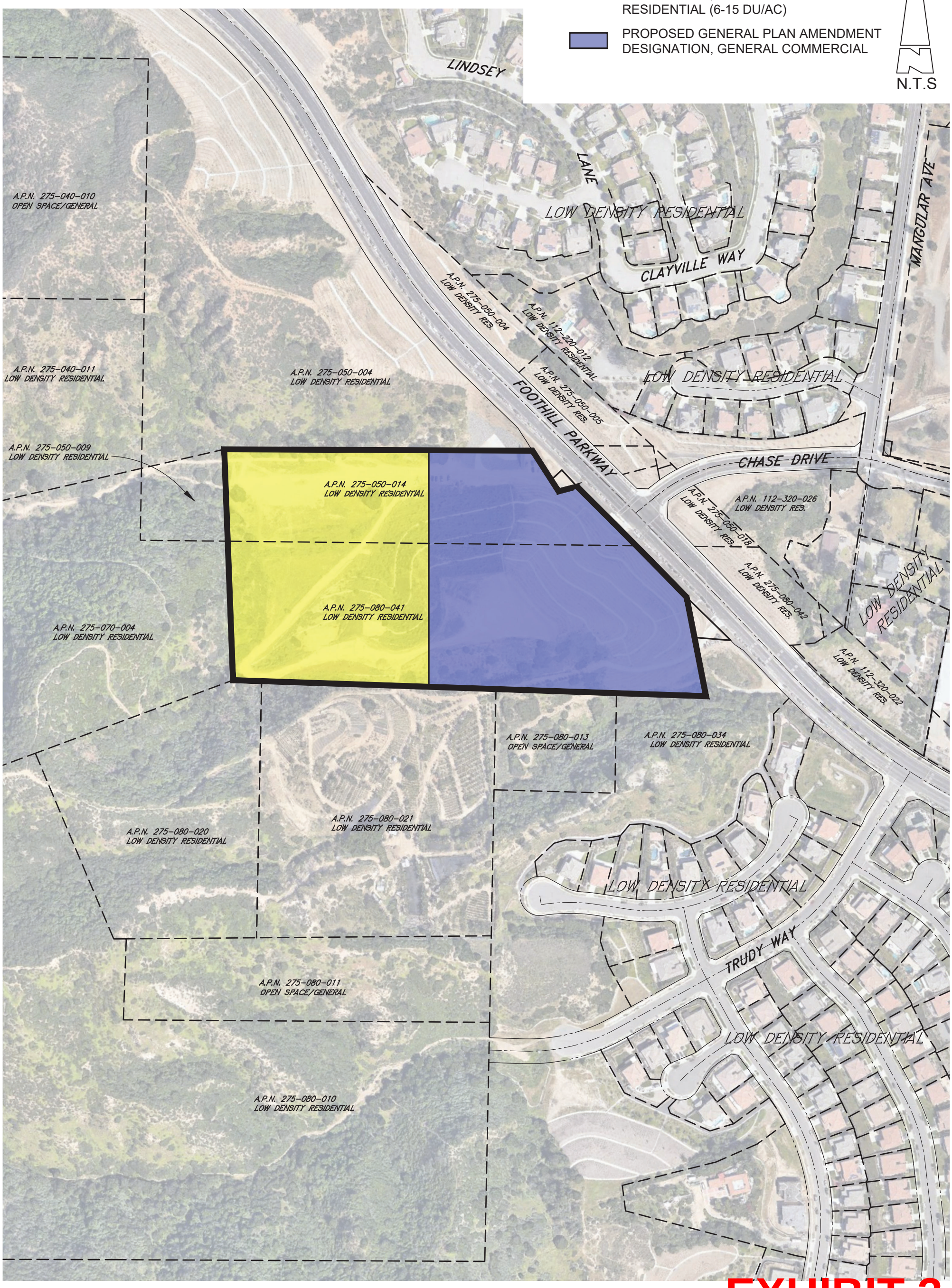



EXHIBIT 3

**SKYLINE VILLAGE**

**GENERAL PLAN AMENDMENT EXHIBIT**

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA. 92881-3370 • 951-734-2130

SHEET 1 OF 1

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# EXHIBIT "A"

## LEGAL DESCRIPTION
## FOR
## GENERAL PLAN AMENDMENT

Parcels of land being a portion of that patented placer mining claim known as Lot 4045, and also known as the McKnight Consolidated Clay Mining Claim, consisting of the McKnight, Luckey and Trio Placer Claims, and lying within fractional Sections 3 and 10 in Township 4 South, Range 7 West, San Bernardino Base and Meridian, in the County of Riverside, State of California, according to the Official Plat thereof, as shown on a Record of Survey, on file in Book 121, Pages 47 through 49, of Record of Surveys, in said County, and shown by Mineral Survey No. 4045 and Amended Map of Sections 4 and 10, of said Township and Range, dated February 1, 1917, Records of the General Land Office, on file at the Bureau of Land Management Office, Washington D.C. and being more particularly described as follows:

**PARCEL A**

**COMMENCING** from the Southwest corner of said fractional Section 3, Thence northerly along said Section, North 0°57'23" East, a distance of 197.17 feet to the north line of that patented placer mining claim known as the Luckey Placer Mining Claim as shown on said Amended Map and said Record of Survey;

Thence North 77°00'33" East, a distance of 232.78 feet to the Northwest corner of said McKnight Placer Mining Claim and the **TRUE POINT OF BEGINNING**;

Thence easterly along the north line of last said Claim, South 89°44'22" East, a distance of 561.01 feet;

Thence leaving said north line, South, a distance of 255.67 feet to a point in the north line of said fractional Section 10;

Thence continuing along last said course, South, a distance of 393.28 feet to the south line of said McKnight Placer Mining Claim;

Thence westerly along said south line, North 88°03'14" West, a distance of 537.17 feet to the Southwest corner of said Claim;

Thence leaving said south line and northerly along the westerly line of said Claim, North 2°11'01" West, a distance of 381.42 feet to a point on the north line of Said Section 10;

Thence continuing along said westerly line of Claim and last said Course, North 2°11'01" West, a distance of 252.30 feet to the **TRUE POINT OF BEGINNING;**

Said parcel contains 351,800 square feet = 8.08 acres.

Subject to: Covenants, conditions, restrictions, reservations, easements and Right of Ways of record, if any.

All as shown on Exhibit "B", attached hereto and by this reference made a part thereof

**PARCEL B**

**COMMENCING** from the Southwest corner of said fractional Section 3, Thence northerly along said Section, North 0°57'16" East, a distance of 197.17 feet to the north line of that patented placer mining claim known as the Luckey Placer Mining Claim as shown on said Amended Map and said Record of Survey;

Thence North 77°00'33" East, a distance of 232.78 feet to the northwest corner of said McKnight Placer Mining Claim; Thence easterly along the north line of last said Claim, South 89°44'22" East, a distance of 561.01 feet to the **TRUE POINT OF BEGINNING;**

Thence continuing easterly along said North line and along last said course, South 89°44'22" East, a distance of 284.50 feet to the Westerly line of Parcel 2070-105 as shown on Record of Survey filed in Book 64, Pages 75-79, inclusive, of Record of Surveys, In the Office of the Recorder for said County;

Thence southerly along said parcel line, South 32°43'44" East, a distance of 132.40 feet to the southwest corner of said parcel;

Thence easterly along the southerly line of said parcel, North 75°20'36" East, a distance of 51.65 feet to the westerly line of that parcel of land granted to the City of Corona per deed recorded June 8, 2010 as Instrument No. 2010-262206 of Official Records of said County and to the beginning of a non-tangent curve, concave southwesterly and having a radius of 19,938.00 feet; the radial of which bears North 44°43'28" East;

Thence southerly along the westerly line of said parcel and along said curve, through a central angle of 0°39'33", an arc length of 229.39 feet to a point in the north line of said Section 10;

Thence continuing southerly along the westerly line of said parcel and along said curve, through a central angle of 0°34'22", an arc length of 199.33 feet to the most southerly corner of said parcel and to the easterly line of McKnight Placer Mining Claim;

Thence leaving said parcel and along the easterly line of said Claim, South 11°04'54" East, a distance of 275.37 feet to the southeast corner of said Claim;

Thence westerly along the southerly line of said Claim, North 88°03'14" West, a distance of 760.75 feet;

Thence leaving said southerly line, North, a distance of 393.28 feet to a point on the north line of said Section 10;

Thence continuing along last said course, North, a distance of 255.67 feet to the north line of said Claim and **POINT OF BEGINNING;**

Said parcel contains 389,465 square feet = 8.94 acres.

Subject to: Covenants, conditions, restrictions, reservations, easements and Right of Ways of record, if any.

All as shown on Exhibit "B", attached hereto and by this reference made a part thereof,

**KWC ENGINEERS**
**CIVIL ENGINEERS • PLANNERS • SURVEYORS**

PROFESSIONAL LAND SURVEYOR
THOMAS M. CASELDINE
No. 9029
STATE OF CALIFORNIA

Thomas Caseldine 5-21-21

Thomas M. Caseldine Date
P.L.S. 9029

May 21, 2021
LLC/KWC/llc
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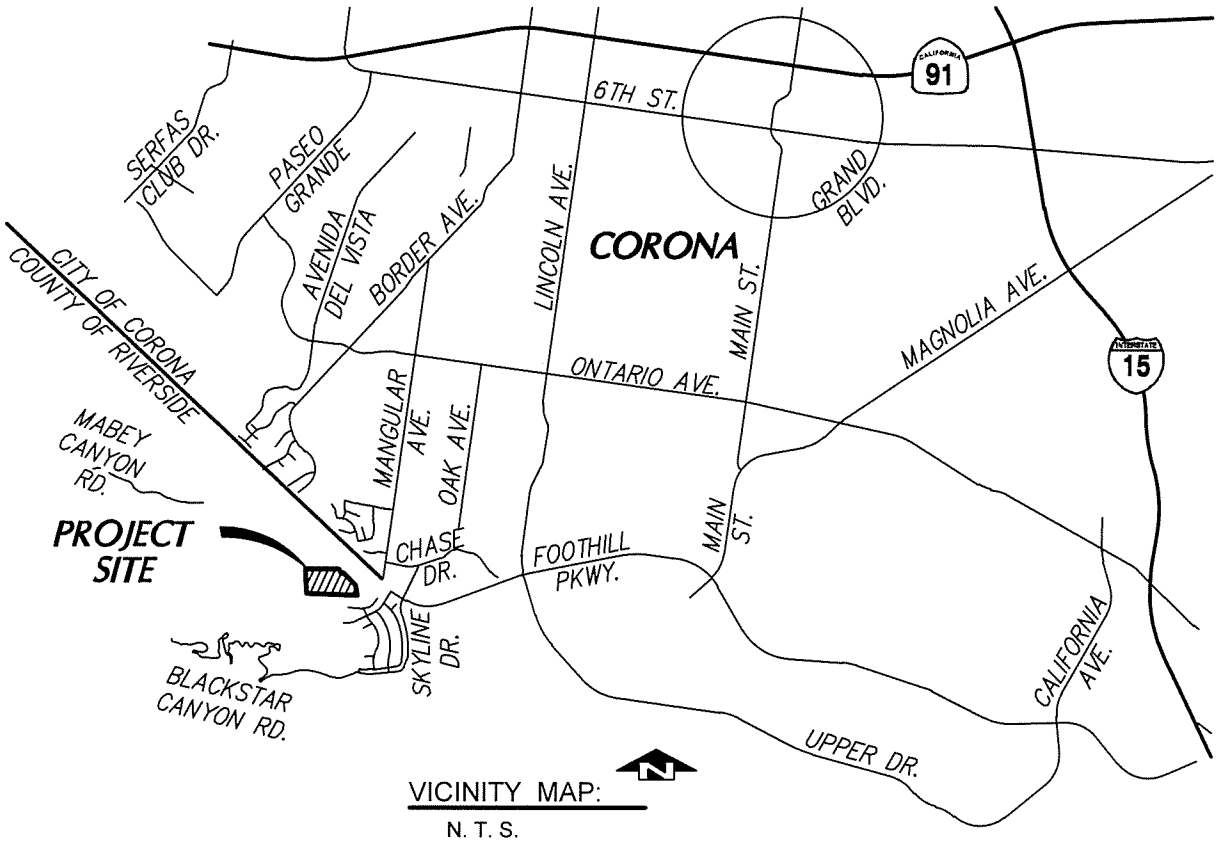
# EXHIBIT "B"

## GENERAL PLAN AMENDMENT




VICINITY MAP:

N. T. S.

GENERAL PLAN DESIGNATION:

| A.P.N. | CURRENT GENERAL PLAN DESIGNATION | PROPOSED GENERAL PLAN DESIGNATION | AREA (AC.) |
|---|---|---|---|
| PARCEL A | | | |
| 275-050-014 | LDR (3-6 DU/AC) | MDR (6-15 DU/AC) | 3.24 |
| 275-080-041 | LDR (3-6 DU/AC) | MDR (6-15 DU/AC) | 4.83 |
| PARCEL B | | | |
| 275-050-014 | LDR (3-6 DU/AC) | GENERAL COMMERCIAL | 2.48 |
| 275-080-041 | LDR (3-6 DU/AC) | GENERAL COMMERCIAL | 6.46 |
| | | MDR (6-15 DU/AC) SUBTOTAL | 8.07 |
| | | GENERAL COMMERCIAL SUBTOTAL | 8.94 |
| | | TOTAL | 17.01 |

PROFESSIONAL LAND SURVEYOR
THOMAS M. CASELDINE
No. 9029
STATE OF CALIFORNIA

Thomas Caseldine 5-21-21

THOMAS M. CASELDINE
L.S. 9029

DATE

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CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA. 92881-3370 • 951-734-2130

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# EXHIBIT "B"
## GENERAL PLAN AMENDMENT
## INDEX SHEET

LEGEND:

- GPA BOUNDARY
- SECTION LINE
- 1 SHEET INDEX
- PROPOSED GENERAL PLAN AMENDMENT DESIGNATION, MEDIUM DENSITY RESIDENTIAL
- PROPOSED GENERAL PLAN AMENDMENT DESIGNATION, GENERAL COMMERCIAL

AREA "A" = 8.07 ACRES

AREA "B" = 8.94 ACRES

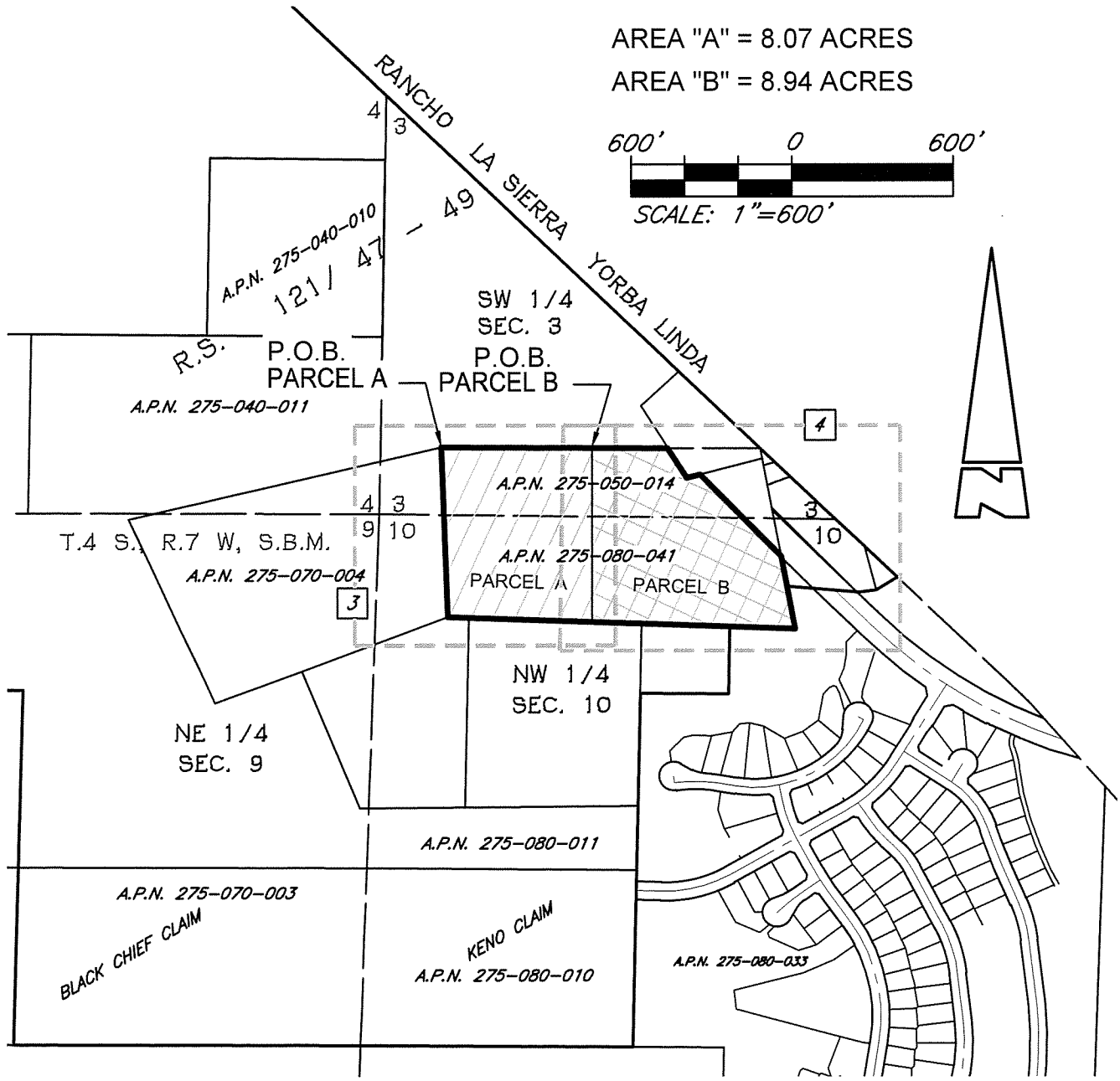


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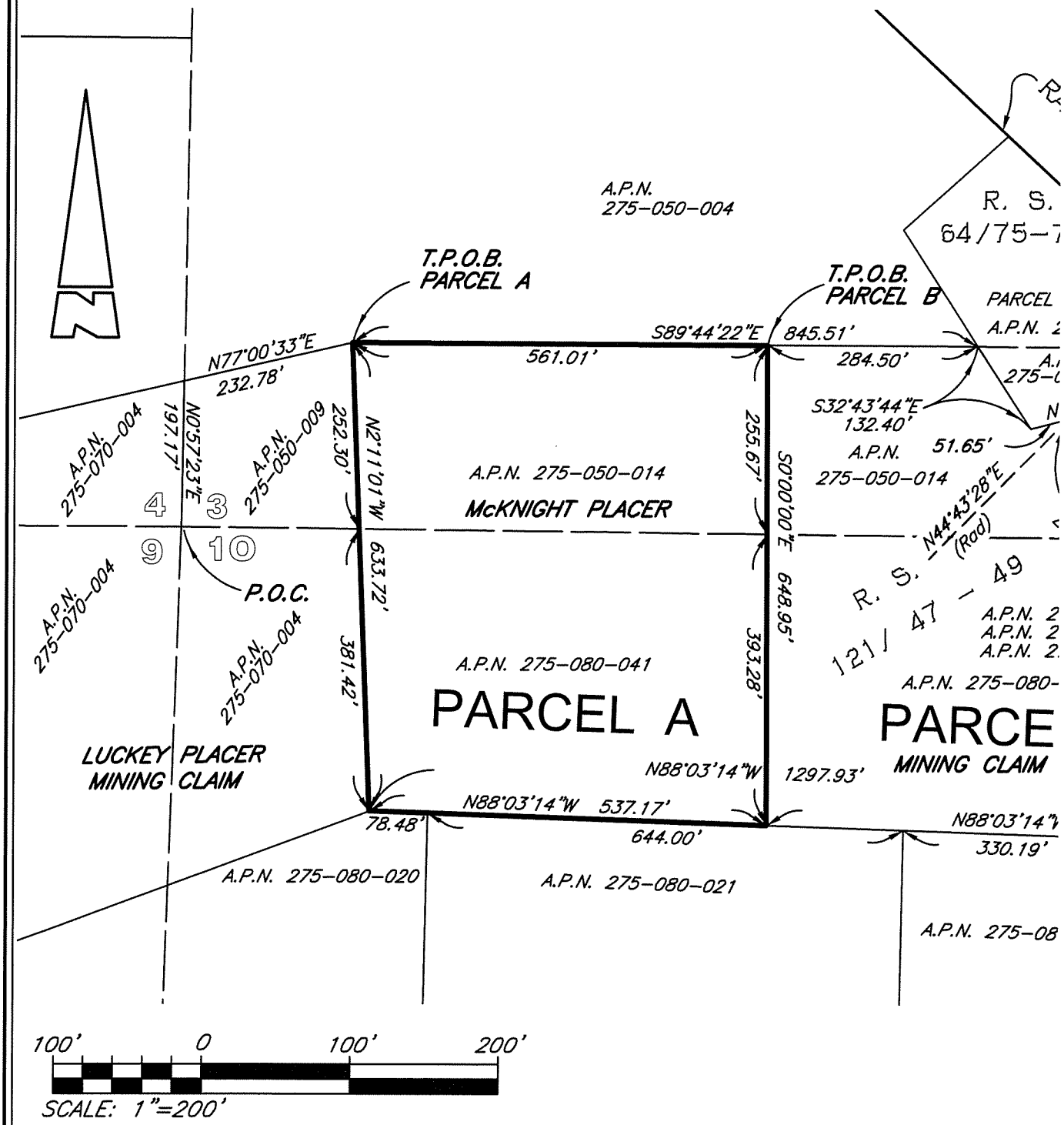
EXHIBIT "B"
GENERAL PLAN AMENDMENT

SHEET 3 OF 4 SHEETS

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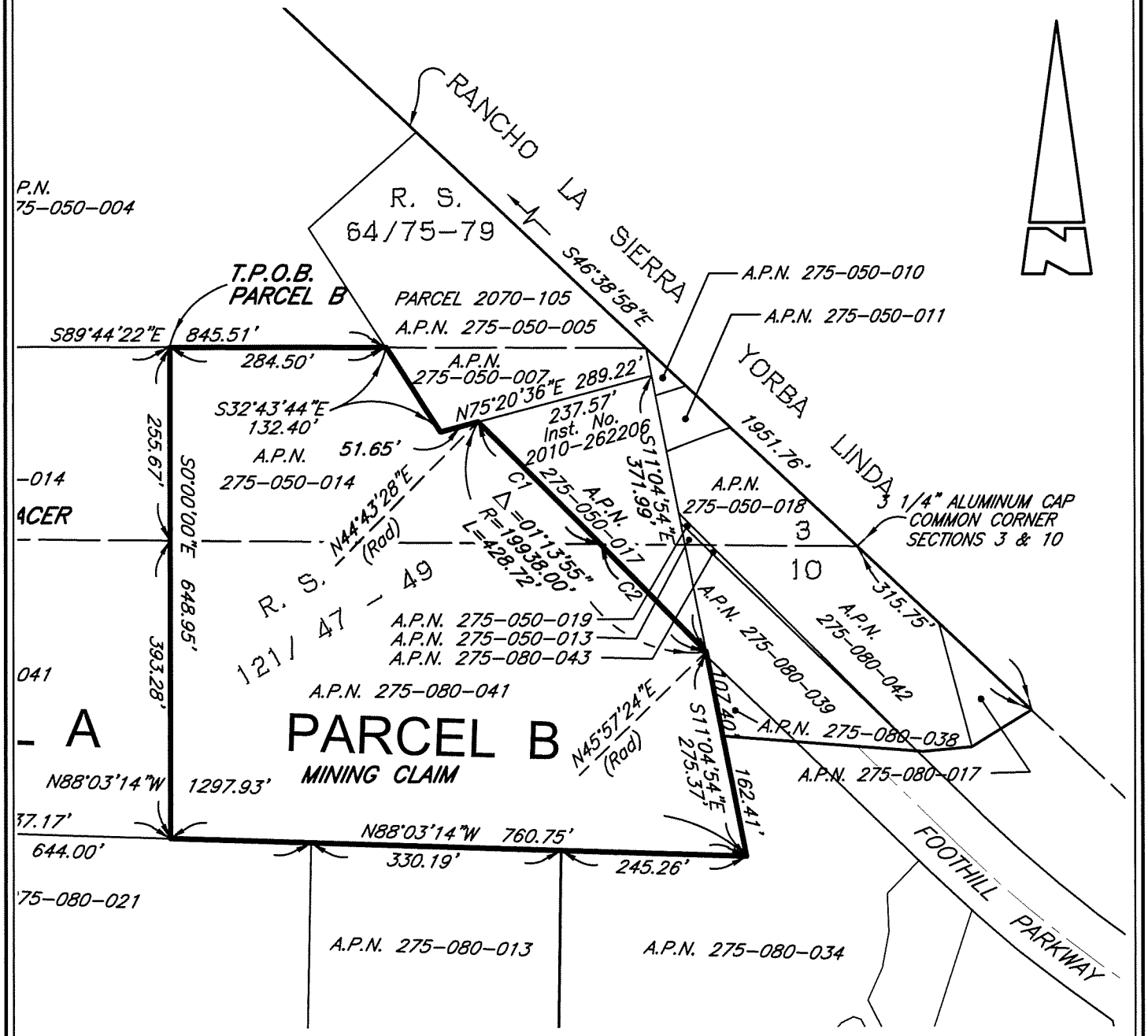
# EXHIBIT "B"
## GENERAL PLAN AMENDMENT




| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C1 | 0°39'33" | 19938.00' | 229.39' |
| C2 | 0°34'22" | 19938.00' | 199.33' |

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# Project Conditions
## City of Corona

**Project Number: GPA2020-0003**

Description: **GENERAL PLAN AMENDMENT USE CHANGE FROM LDR TO GC & MFR**

Applied: **10/2/2020**

Approved:

Site Address: **FOOTHILL PARKWA & CHASE DRIVE CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant:

,

Parent Project: **DPR2020-0008**

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **FIRE** | **Cindi Schmitz** |

1. A minimum fire flow of 2500 gallons per minute at 20 psi shall be provided for multi-family dwellings.\r\r
2. A minimum fire flow of 3000 gallons per minute at 20 psi shall be provided for commercial structures.\r\r
3. Fire hydrants are to be spaced a maximum 250 feet apart.\r\r

| PLANNING | |
|---|---|

1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
2. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration for the Skyline Village project.
3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.



EXHIBIT 4

# *CITY OF CORONA*
# *MITIGATED NEGATIVE DECLARATION*

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2020-0003:** General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**CZ2020-0002:** Change of Zone application to change the zoning on 17.02 acres from A (Agricultural) to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**TTM 37691:** Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**PP2020-0005:** Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**CUP2020-0001:** Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk:

_____

**EXHIBIT 5**

# CITY OF CORONA
# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
# FOR THE
# SKYLINE VILLAGE MIXED-USED PROJECT

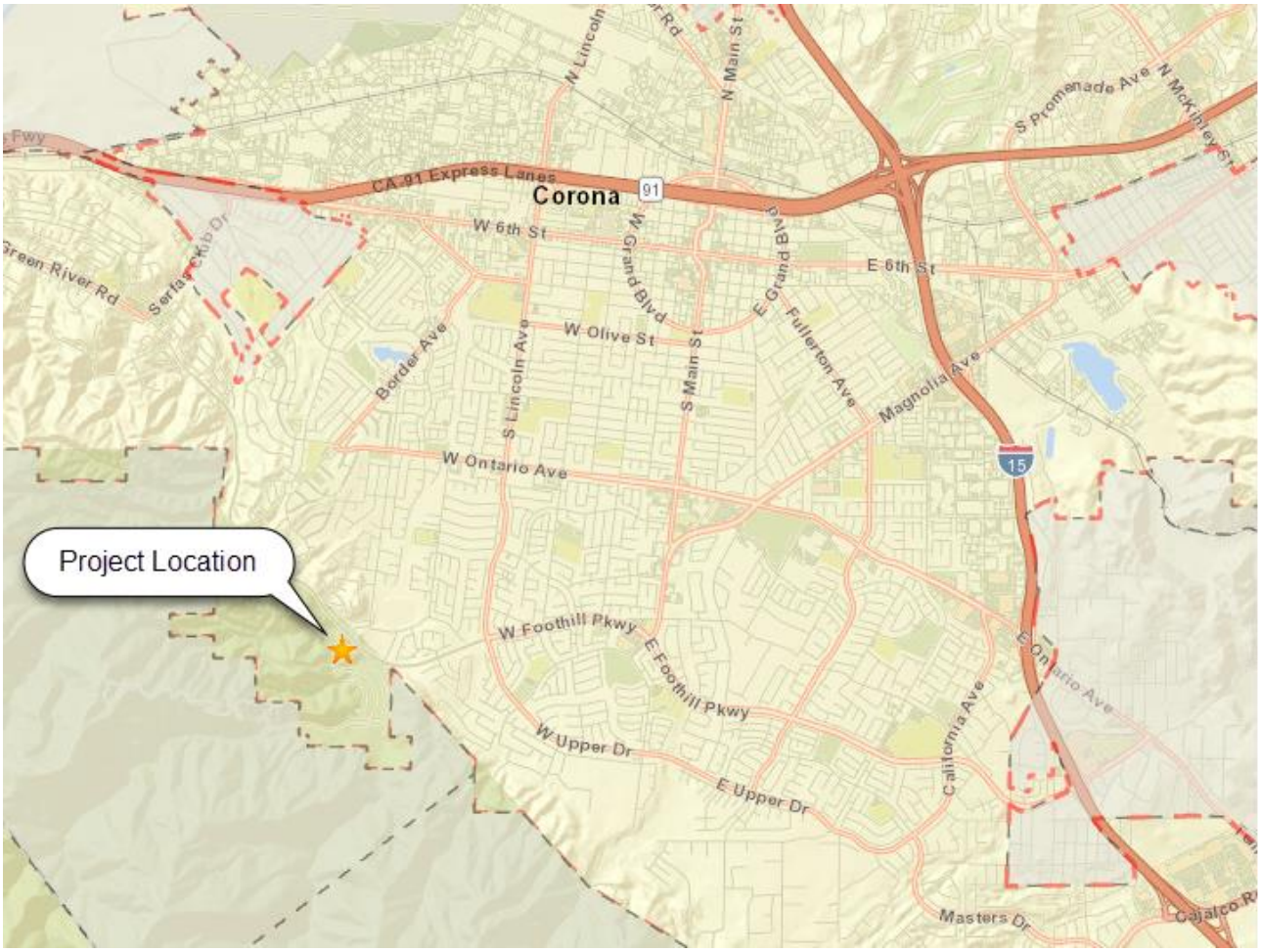
**PROJECT TITLE:** Skyline Village

- General Plan Amendment 2020-0003 (GPA2020-0003)
- Change of Zone 2020-0002 (CZ2020-0002)
- Tentative Tract Map 37691 (TTM 37691)
- Precise Plan 2020-0005 (PP2020-0005)
- Conditional Use Permit 2020-0001 (CUP2020-0001)

**PROJECT LOCATION:** North of Trudy Way, southwest of Foothill Parkway and Chase Drive, in the City of Corona, County of Riverside (APNs 275-050-014 and 275-080-041)

**PROJECT PROPONENT:** Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

**PROJECT MAPS:**



**PROJECT DESCRIPTION:** The project is a commercial and residential horizontal mixed-use development proposed on 17.02 acres generally located near the southwesterly limits of the City of Corona. The project site is comprised of two vacant parcels (APNs 275-050-014 and 275-080-041), which are located on the southwest side of Foothill Parkway at Chase Drive. The project proposes to construct a gated residential condominium development consisting of 78 dwelling units on the west half of the project site over 8.07 acres. The condominium complex includes three story attached units, a 1,400 square foot pool/recreation building, parking, and private amenities. The commercial portion will occupy the east half of the project site over 8.95 acres and includes 25,715 square feet of commercial/retail and food space.

The project requires the construction of two retaining walls that are necessary in order to create level pads for the development. One wall is located along the site's north perimeter and ranges from approximately four (4) feet to thirty (30) feet in height. The second retaining wall is located along the southwesterly perimeter of the site and ranges from approximately three (3) feet to twenty (20) feet in height.

The project will have vehicular access from Foothill Parkway via an easement that is designed as a 54-foot wide private road. The private road will be aligned with Chase Drive to create a four-way signalized intersection.

The current zoning of the project site is Agricultural, which permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. Per the City of Corona 2020-2040 General Plan, the general plan designation of the project site LDR (Low Density Residential), which permits residential density ranging from 3-6 dwelling units per acre (du/ac). The project requires a change of zone and a general plan amendment to allow for multi-family residential and commercial uses on the project site. The proposed zoning is R-3 (Multiple Family Residential) for the residential portion (8.07 acres) and C-3 (General Commercial) for the commercial portion (8.98 acres). The proposed general plan designation is MDR (Medium Density Residential), which permits residential density ranging from 6-15 du/ac. The residential development results in a density of 9.6 du/ac, which falls within the MDR's density

range of 6-15 du/ac.

The project also includes the subdivision of the project site into two parcels. Proposed Lot 1 is 8.95 acres and will be occupied by the commercial development. Proposed Lot 2 is 8.07 acres and will be occupied by the 78 residential units. The residential development requires a Conditional Use Permit per the R-3 zone, and the commercial development requires a Precise Plan per the C-3 zone. The project will be developed in one phase. The following summarizes the entitlements that are being requested by the applicant.

- **GPA2020-0003:** GPA2020-0003 is a General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres,

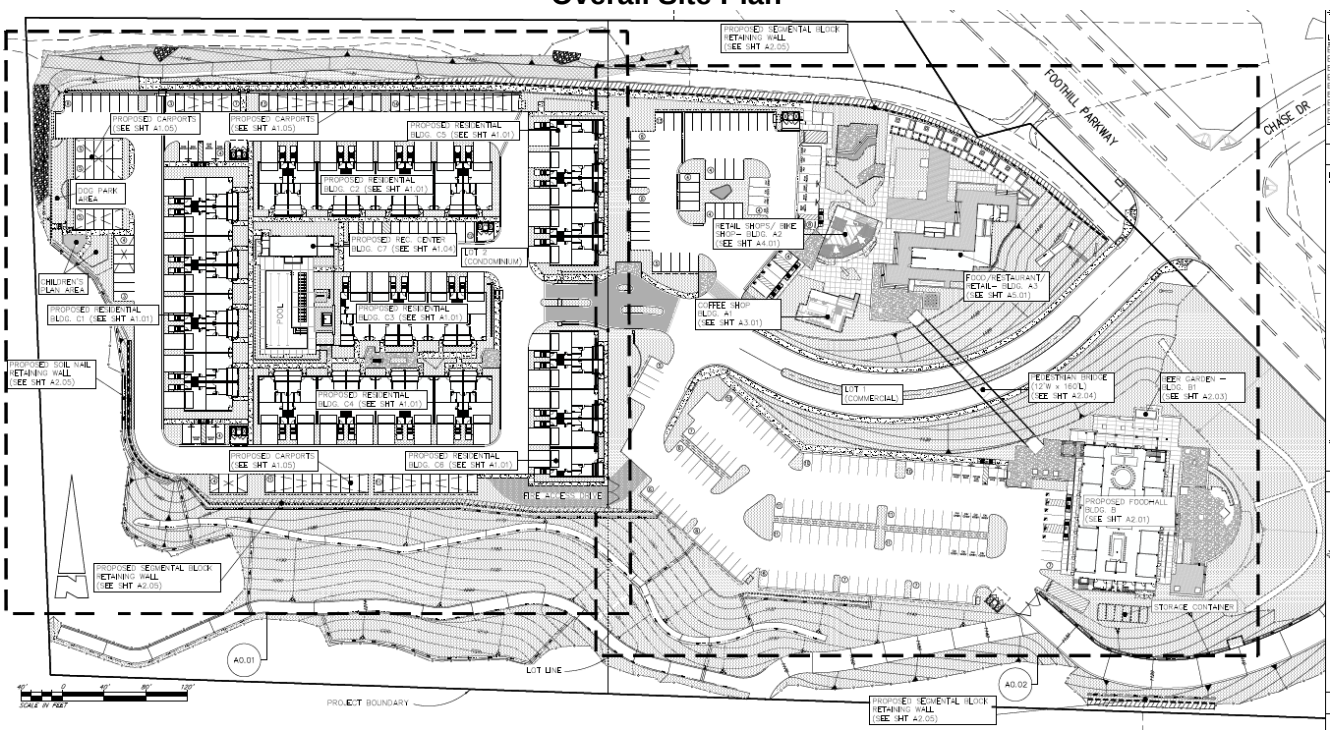
- **CZ2020-0002:** CZ2020-0002 is a Change of Zone application to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **TTM 37691:** TTM 37691 is a Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone.

- **PP2020-0005:** PP2020-0005 is a Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone.

- **CUP2020-0001:** CUP2020-0001 is a Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone.

**Overall Site Plan**




Residential (8.07 acres) Commercial (8.95 acres)

**ENVIRONMENTAL SETTING:**

**Site Description:** The project site is located within the foothills of the Cleveland National Forest and has frontage on Foothill Parkway. The project site is currently vacant and has a graded ridgetop that is approximately 1,255 feet above mean sea level (msl) and an approximately 130-foot high slope with associated terrace drains bordering the graded ridgetop. A paved path leads onto the site from Foothill Parkway, which transitions to a dirt path near the northern perimeter of the site. A second paved access road is located along the southerly perimeter, which leads from Foothill Parkway to the neighboring property to the south. A drainage inlet is located at the northeasterly corner of the site. The site is covered by annual weeds, trees, shrubs, and debris. The current improvements on the site were established in approximately 1985.

**Site Surroundings**: The project site is surrounded by the Cleveland National Forest to the west, a commercial plant nursery to the south, with a single family residential development located south of the nursery. Foothill Parkway borders the northeast perimeter of the project site. Located beyond Foothill Parkway to the north, east, and southeast of the project site are single family residential developments.

**GENERAL PLAN \ ZONING:**

**General Plan:** The current general plan designation of the project site is LDR, which permits a residential density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the general plan land use map to change 8.07 acres of the project site to MDR, which permits a residential density ranging from 6-15 du/ac. The residential development that is being proposed on the project site yields a density of 9.6 du/ac, which falls within the MDR's density range of 6-15 du/ac. Additionally, 8.95 acres is being amended to General Commercial to accommodate the commercial uses planned on the site.

**Zoning:** The current zoning of the project site is A (Agricultural), which primarily permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 (Multiple Family Residential) to allow for the development of residential condominiums. The remaining balance of 8.95 acres, which are located on the eastern half of the project site, would be changed to C-3 to allow for the development of commercial uses.

**STAFF RECOMMENDATION:**
The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ☐ Land Use Planning
- ☐ Population and Housing
- ☒ Geologic Problems
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☒ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance
- ☐ Energy
- ☐ Wildfire

Date Prepared: June 15, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951)279-3553

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (CDFG, USFWS, Redev. Projects)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ Other_____

**UTILITY DISTRIBUTION**

_____Southern California Edison

Southern California Edison
Adriana Mendoza-Ramos, Esq.
Region Manager, Local Public Affairs
1351 E. Francis St.
Ontario, CA 91761

Southern California Edison
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA*

*Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| **1. LAND USE AND PLANNING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

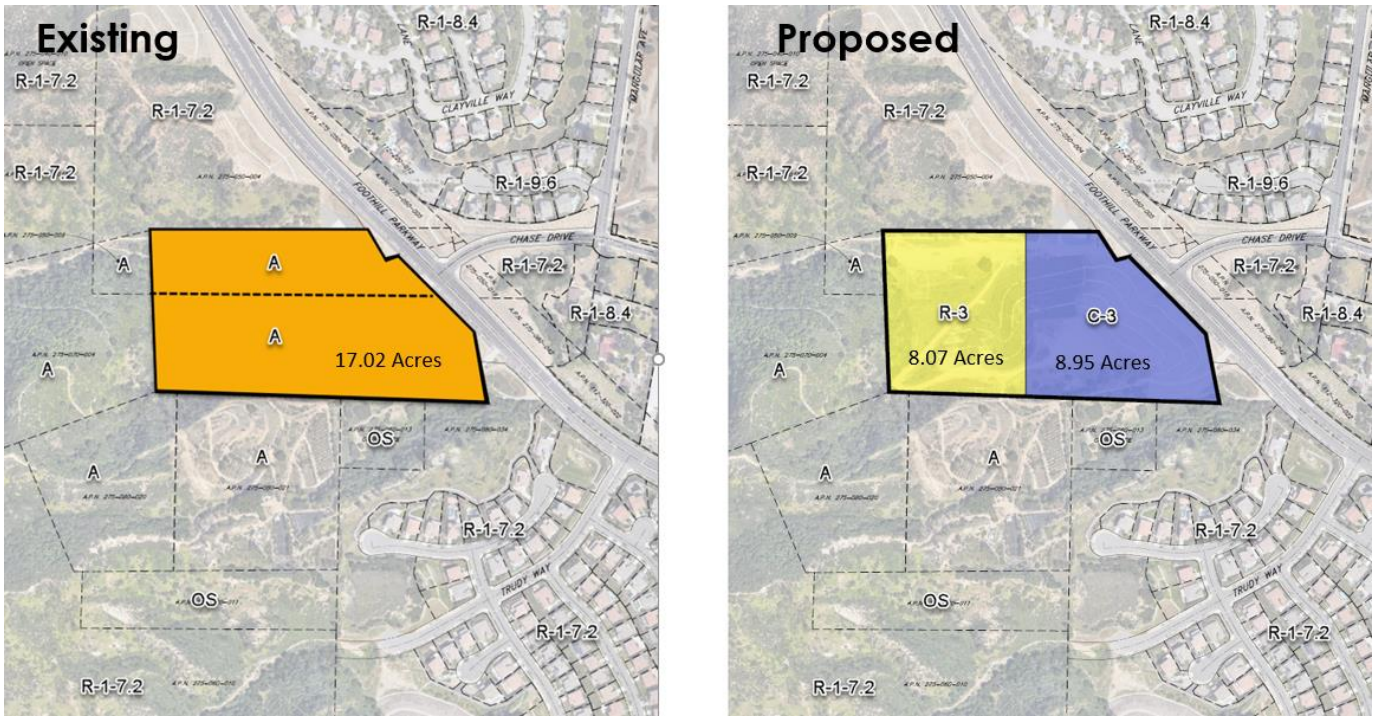
**Discussion:**

a. Per the City of Corona Zoning Map, the two parcels within the project site are currently zoned Agricultural, which permits primarily agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 to allow for the development of residential condominium homes. The remaining 8.95 acres located on the eastern half of the project site would be changed to C-3 to allow for the development of commercial uses. Refer to Figure 1.

Per the City of Corona 2020-2040 General Plan, the general plan designation of the two parcels is LDR, which permits residential development to occur at a density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the General Plan land use map to change the site's general plan designation to MDR, which permits a residential density ranging from 6-15 du/ac. The 78 residential units proposed on the western 8.07 acres of the project site would yield a density of 9.66 du/ac, which falls within the MDR's density range of 6-15 du/ac. Refer to Figure 2.

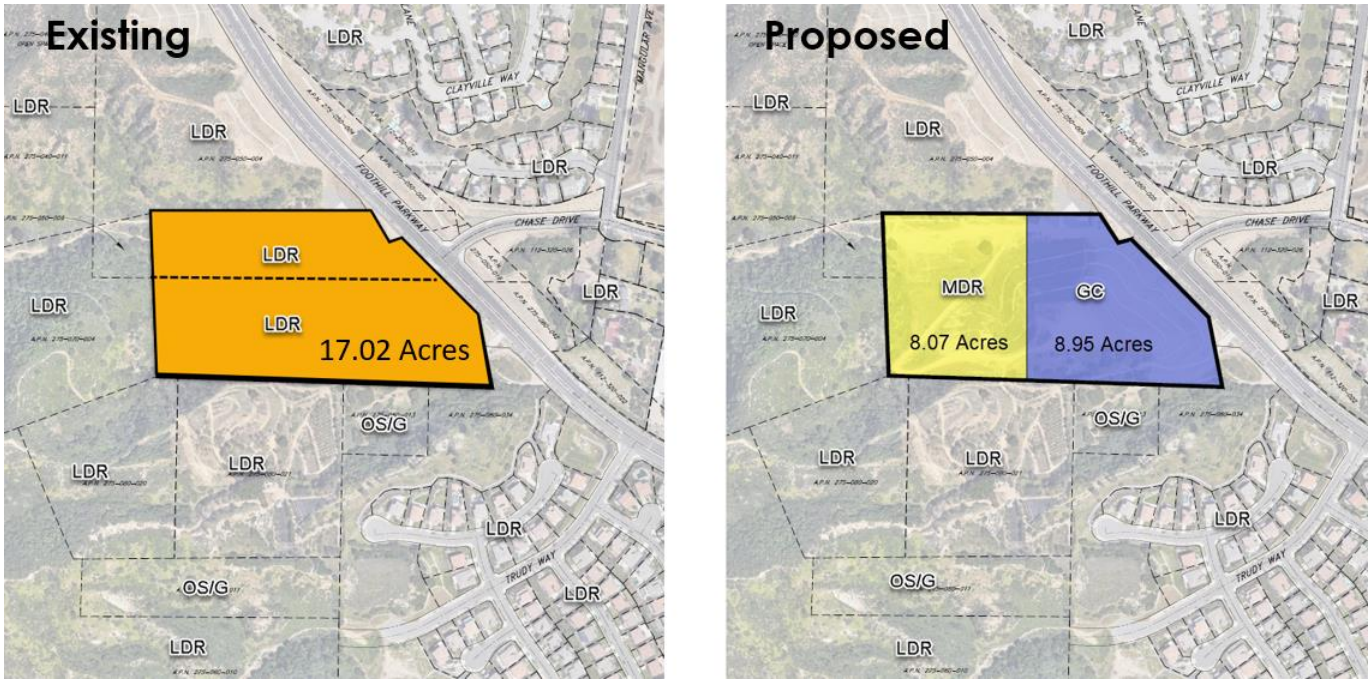
The project's proposed change of zone and general plan amendment applications would bring the project site's zoning and general plan designation into conformance with the land uses that are proposed for the project site. Therefore, the project would not conflict with the city's land use plans or policies. No impact would occur.

**Figure 1: Change of Zone Proposal**




Legend
A: Agricultural
OS: Open Space
C-3: General Commercial
R-1-7.2: Single Family Residential, 7,200 minimum lot size
R-1-8.4: Single Family Residential, 8,400 minimum lot size
R-1-9.6: Single Family Residential, 9,600 minimum lot size
R-3: Multiple Family Residential

**Figure 2: General Plan Amendment Proposal**




Legend
GC: General Commercial
LDR: Low Density Residential, 3-6 du/ac
MDR: Medium Density Residential, 6-15 du/ac
OS/G: Open Space/General

b. The surrounding land uses are primarily residential and open space. There is an agricultural use consisting of a commercial nursery located on property that borders the south side of the project site. Foothill Parkway and open space separate the project site from existing single family residential developments that are located to the north and east of the project site. The nursery and open space separate the project site from an existing single family residential development that is located southeast of the project site. Bordering the project site to the north is an undeveloped parcel that is part of an approved single family residential subdivision consisting of 292 lots on 291 acres (TTM 36544, Skyline Heights). The undeveloped parcel will remain as open space, as no dwellings are actually planned within this area. The 292 lots are located farther west of the project site. Bordering the west side of the project site are two undeveloped parcels that are currently zoned Agricultural. There is currently no approved or pending development on these two parcels. Any future development proposed on the two parcels would need to be analyzed and likely involve a change of zone and general plan amendment. Furthermore, the project footprint is significantly lower (by over 30 feet) in elevation than the two parcels to the west. This difference in elevation creates a physical buffer between the project site and any future development that may occur on the adjacent western parcels. No impact would occur.

c. As discussed under Section 1.b, the project site is surrounded by Foothill Parkway, natural hillsides, open space, and a nursery. Therefore, the project would not physically divide an established community, and no impact would occur.

| **2. POPULATION AND HOUSING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The existing LDR General Plan designation on the project site enables 3-6 du/ac. GPA2020-0003 proposes to change the General Plan designation to MDR, which would permit density ranging from 6-15 du/ac. The 78 residential units proposed on the project site would yield a density of 9.66 du/ac which would not exceed the maximum allowable density of 15 du/ac under the proposed MDR designation. Development of the 78 residential units would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for buildout year 2040 because

buildout of the City is not linked to a development timeline and is based on a reasonable worst-case buildout of the parcels in the City. Not all parcels will be developed by buildout Year 2040. Therefore, no impact would occur and no mitigation is required.

b. Development of the proposed project will not result in the displacement of substantial numbers of existing housing or people because both properties are currently vacant. Therefore, there would be no impacts and no mitigation is required.

| **3. GEOLOGIC PROBLEMS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☒ | ☐ | ☐ |
| b. Grading of more than 100 cubic yards | ☐ | ☒ | ☐ | ☐ |
| c. Grading in areas over 10% slope | ☐ | ☒ | ☐ | ☐ |
| d. Substantial erosion or loss of topsoil | ☐ | ☒ | ☐ | ☐ |
| e. Unstable soil conditions from grading | ☐ | ☒ | ☐ | ☐ |
| f. Expansive soils | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. LGC Consultants prepared a Geologic Fault Hazard Evaluation (dated July 16, 2020) and Geotechnical Investigation Report (dated July 16, 2020) for the project. Per the Geologic Fault Hazard Evaluation, a portion of the project site is located within an Alquist-Priolo Fault Zone and a Riverside County Earthquake Fault Zone for the Elsinore Fault. LGC conducted a field evaluation of the site and trenching in various locations within the site was done as part of the investigation. Faulting associated with the Tin Mine fault was located trending generally east-west through the site. However, no evidence of active faulting was observed in artificial fill soils overlying localized fault traces. Review of aerial imagery did not show geomorphic fault features associated with either splay of the Tin Mine fault transecting the site. With the absence of Holocene aged topsoil, LGC Consultants could not concluded that the fault is inactive or potentially active. However, with no lineaments observed that could indicate potential activity, LGC Consultants concluded that the Tin Mine fault is not active. Based on their evaluation and previous trenching, no structural setback zones were recommended for this fault. Furthermore, LGC did not identify any landslides that would impact the site. The potential for liquefaction is not considered a possibility.

The project will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the project is required to comply with the engineering recommendations in the Updated Geologic Fault Hazard Evaluation and the Geotechnical Investigation Report. Compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. **[MM 3-A]**

b. The project would involve grading of more than 100 cubic yards. According to the project's conceptual civil plans prepared by KWC Engineers, grading on the project site would cut approximately 545,900 cubic yards, while fill taking place would comprise of approximately 91,000 cubic yards. **MM 3-A** already requires the project applicant to comply with the engineering recommendations in the project's Geotechnical Investigation Report. This would reduce impacts to less than significant, and no further mitigation is warranted.

c. Grading would occur in areas over 10% slope. However, compliance with **MM 3-A** would reduce impacts related to this issue to less than significant. Therefore, no further mitigation is warranted.

d. Inclement weather may cause rapid erosion during mass grading and/or construction. LGC recommends that proper erosion and drainage control measures should be taken during periods of inclement weather in accordance with City of Corona, Riverside County, and California State requirements. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the applicant is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to erosion to less than significant. No further mitigation is required.

e. Any proposed fill slopes constructed at a 2:1 horizontal to vertical (h:v) orientation or flatter should be grossly stable. Portions of any proposed cut slopes may expose low-density, compacted artificial fill as well as significant layers of relatively non-cohesive alluvium deposits which will likely require stabilization by over-excavation and replacement with compacted fill. LGC recommends that during the grading plan review stages, a detailed slope stability investigation and analysis be required to evaluate the stability and buttress design for the 75 ± foot high north facing cut slope along the southern property line. This recommendation is part of the engineering recommendations in the Geotechnical

Investigation Report, which the project is required to comply with. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

f. Results of preliminary laboratory tests conducted by LGC indicate that the onsite soil materials exhibit expansion potentials of VERY LOW in accordance with 2019 CBC, Chapter 18. LCG recommends that expansive soil conditions at the near surface finish grade soil should be evaluated and tested for individual building pads on a pad-by-pad basis during and at the completion of rough grading to verify and/or modify the anticipated conditions. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the project is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

**Mitigation Measures:**

**MM 3-A** Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020).

| **4. HYDROLOGY AND WATER QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☒ | ☐ |
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. A preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared for the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basin throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

b. Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

c. A Preliminary Hydrology Report was prepared by KWC Engineers, dated December 2020, to evaluate potential effects of runoff for the proposed project. The proposed project will not significantly alter drainage patterns on the site. The project

will add approximately 8 acres of impervious area, which is about 46% of the total site area in the form of rooftops, driveways, sidewalks, paved areas, and streets. The project is designed so that stormwater runoff will be collected within several catch basins proposed on-site before the runoff is released appropriately into the city's storm drain system.

The project proposes to generally maintain the existing drainage boundaries in the proposed condition. There are four (4) drainage areas in the proposed conditions.

- **Area A** – In the existing condition, Area A drains in a northeasterly and easterly direction towards Kroonen Channel to an inlet and storm drain system at Foothill Parkway. In the proposed condition, the site would be graded to maintain consistency with the existing drainage course.

- **Area B** – In the existing condition, there is a small area of street and manufactured slope runoff that drains to existing inlets at Foothill Parkway and Chase Drive and conveyed downstream in a storm drain system. In the proposed condition, the same drainage area is collected in new catch basins that are proposed for the project and conveyed downstream in the same storm drain system.

- **Area C** – In the existing conditions, there is a small area of street and manufactured slope runoff that drains southerly to an existing catch basin in Foothill Parkway located just south of the project site and conveyed downstream in a storm drain system.

- **Area D** – Drainage Area D is tributary to an existing natural canyon south of the project site in both the existing and proposed condition. This canyon drains to an existing debris basin and inlet located at the southeast corner of the project site where it is collected and conveyed downstream in an existing storm drainpipe.

In comparison between the Existing and Proposed drainage patterns, Drainage Areas B, C, and D will have peak flows that are less than the peak flows in the existing condition. Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. Overall, the project's design will result in the appropriate collection and conveyance of stormwater to ensure that the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage patterns would be less than significant and no mitigation is required.

**Table 4-A: Existing and Proposed Flow Rates**

| Area | Existing Area (ac) | Proposed Area (ac) |
|---|---|---|
| A | 30.80 | 33.11 |
| B | 3.01 | 2.90 |
| C | 4.73 | 2.79 |
| D | 16.53 | 16.34 |
| Total | 55.07 | 55.14 |

**Table 4-B: Peak Flow Comparison**

| Drainage Area | Existing $Q_{10}$ (cfs) | Proposed $Q_{10}$ (cfs) | $Q_{10}$ % Change | Existing $Q_{100}$ (cfs) | Proposed $Q_{100}$ (cfs) | $Q_{100}$ % Change |
|---|---|---|---|---|---|---|
| A | 472.50 | 476.63 | 0.88% | 766.90 | 773.45 | 0.85% |
| B | 6.44 | 3.55 | -44.88% | 10.04 | 5.50 | -45.22% |
| C | 8.14 | 5.17 | -36.49% | 12.71 | 8.14 | -35.96% |
| D | 30.37 | 30.05 | -1.05% | 48.38 | 49.08 | 1.45% |

d. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

e. Per the Geotechnical Investigation report, the presence of groundwater is approximately 23 miles away from the general site area at approximately 198 feet below the existing ground surface. Therefore, development of the project site would not impact groundwater quality and no mitigation is warranted. See Sections 4.a and 4.c. for discussions regarding the project's impacts to surface water quality.

f. See discussions under Section 4.d

g. See discussions under Section 4.d.

h. As discussed under Section 4.c, the project is designed to ensure that the runoff generated by the project can be intercepted and conveyed to the existing off-site storm drain system in a safe and nondestructive manner, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the development of the project site would not result in exceeding the capacity of the city's storm drain system and no mitigation is warranted.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☒ | ☐ |
| b. Violate air quality standard | ☐ | ☒ | ☐ | ☐ |
| c. Net increase of any criteria pollutant | ☐ | ☒ | ☐ | ☐ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

An Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021) was prepared for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

b. See discussion under Section 5.c.

c. The Air Quality & Greenhouse Gas Impact Study analyzed short-term (construction) and long-term (operation) air impacts associated with the proposed project. The following discusses the proposed impacts.

<u>Short-term Impacts</u>
Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 18 months. The project is expected to be fully operational by the year 2022. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. The project is expected to haul a total of 400,000 cubic yards of earth work off-site during the grading phase. Construction equipment would include excavators, graders, dozers, scrapers, tractors, an water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of VOC, CO, $NO_X$, $SO_2$, $PM_{10}$, and $PM_{2.5}$. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, except for $NO_X$. In order to bring $NO_X$ emissions below SCAQMD's threshold for $NO_X$, the project

would need to implement **Mitigation Measures 5-A and 5-B [MM 5-A and MM 5-B]**. This includes the use of construction equipment with Tier 4 low emission engines and limiting the amount of materials that are being hauled off-site to 200 truckloads per day or less. With implementation of MM-2 and MM-3, daily $NO_X$ emissions would be reduced below SCAQMD thresholds. Refer to Table 5-B.

**Table 5-A: Project Short-term (Construction) Daily Emissions - Unmitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.97 | 40.55 | 21.82 | 0.04 | 9.16 | 5.73 |
| Grading | 12.82 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| Building Construction | 2.81 | 22.69 | 23.57 | 0.06 | 3.17 | 1.51 |
| Paving | 1.89 | 11.16 | 15.09 | 0.02 | 0.74 | 0.57 |
| Architectural Coating | 40.09 | 1.49 | 2.94 | 0.01 | 0.45 | 0.18 |
| Maximum[1] | 40.09 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **Yes** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-B: Project Short-term (Construction) Emissions - Mitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 0.55 | 2.07 | 21.53 | 0.04 | 7.17 | 3.92 |
| Grading | 2.90 | 90.89 | 46.93 | 0.37 | 10.29 | 3.65 |
| Building Construction | 1.24 | 7.50 | 24.46 | 0.06 | 2.25 | 0.65 |
| Paving | 1.07 | 1.25 | 17.81 | 0.02 | 0.21 | 0.08 |
| Architectural Coating | 39.92 | 0.21 | 2.96 | 0.01 | 0.37 | 0.10 |
| Maximum[1] | 39.92 | 90.89 | 46.93 | 0.37 | 10.29 | 3.92 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

<u>Long-term Impacts</u>
Long-term operational activities associated with the proposed project will result in emissions of VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
- Energy source emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, and appliances, and electronics)

As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Therefore, this would be less than significant, and no mitigation is required.

**Table 5-C: Project Long-term (Operation) Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile Sources | 7.37 | 14.82 | 66.12 | 0.20 | 18.91 | 5.11 |
| Energy Sources | 0.14 | 1.27 | 0.88 | 0.01 | 0.10 | 0.10 |
| Area Sources | 2.70 | 1.17 | 6.91 | 0.01 | 0.12 | 0.12 |
| **Total** | 10.21 | 17.26 | 73.92 | 0.22 | 19.14 | 5.34 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

d. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences located south of the project site and across Foothill Parkway to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source only). LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology to assist lead agencies in analyzing localized air impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 22, Norco/Corona.

Tables 5-D and 5-E illustrate the project's construction and operational related localized emissions and compares the results to SCAQMD LST thresholds. The emissions in both tables will be below the SCAQMD thresholds. However, the results assume that the project would be complying with all standard SCAQMD rules and requirements with regard to fugitive dust control. For reference, the applicable fugitive dust control measures are listed below. These are design features, which the project is required to comply with and are included in the project conditions of approval for PP2020-0005 and CUP2020-0001. With implementation of the dust suppression techniques, the project's construction and operational impacts to localized air resources would be less than significant.

Construction Design Features:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
14. Construction equipment shall be maintained in proper tune.

15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
16. Minimize the simultaneous operation of multiple construction equipment units.
17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

**Table 5-D: Localized Construction Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| On-site Emissions | 46.40 | 30.88 | 8.95 | 5.68 |
| SCAQMD Construction Threshold[2] | 235.2 | 1,461.2 | 10.0 | 6.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-22, Corona Valley, 4-acre site, receptor distance 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-E: Localized Operational Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | NOx (lbs/day) | CO (lbs/day) | $PM_{10}$ (lbs/day) | $PM_{2.5}$ (lbs/day) |
| On-site Emissions[1] | 3.19 | 11.10 | 1.2 | 0.5 |
| SCAQMD Operation Threshold[2] | 235.2 | 1,461.2 | 2.6 | 1.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 22, Corona Valley disturbance area of 4-acre and receptor distance of 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021

e. It is not expected for the development to include any use or activities that would result in potentially significant odor impacts for the long-term as the uses are residential and general commercial. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

**Mitigation Measures**

**MM 5-A** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

**MM 5-B** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less.

| 6. TRANSPORTATION/TRAFFIC: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 feet to 113 feet. The street is currently improved with 78 feet of paved roadway width. The southwesterly side of Foothill Parkway adjacent to the project site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widen by an additional two (2) feet to accommodate a new dedicated right-turn lane to allow for right turns from Foothill Parkway into the project entrance, which is designed to be a private street. The two-foot roadway widening will occur within the existing 112-foot right-of-way width. No additional dedication, widenings or improvements are required. Therefore, the project would not conflict with the city's applicable traffic plans, ordinance, or policies related to the performance of the city's circulations system, and no mitigation is warranted.

b. RK Engineering Group prepared a Traffic Impact Study for the project (dated June 9, 2021) that reviewed the project's potential impacts to VMT and roadway network operations (level of service) in the study area.

The project is located southwest of Foothill Parkway at Chase Drive in the City of Corona. The project as proposed will be constructed in a single phase and is planned to open in 2022. Access for the proposed project is planned to be provided via one (1) signalized driveway along Foothill Parkway, at the existing intersection with Chase Drive. A dedicated right-turn lane from Foothill Parkway onto Chase Drive will also be provided as part of the proposed project.

<u>VMT Assessment</u>

Section 15064.3 of the State CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. The City of Corona's Local Guidelines for Implementing CEQA incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared by Fehr & Peers dated January 11, 2019, which establishes the methodologies for analyzing VMT and defines thresholds of significance related to potential VMT impacts for the City of Corona. Under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** A project should be considered to have a significant impact if the project generates total daily VMT per Service Population (VMT/SP) above the existing total daily VMT/SP average for the City.
- **Cumulative Effect on VMT:** A cumulative impact would occur if the project results in a negative effect on VMT/SP at the Citywide level. The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's current established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP.
- 2040 Buildout Year – 32.6 VMT/SP.

**Project Screening:** The City of Corona VMT Analysis Guidelines state that the thresholds and methodology should be used in conjunction with the *Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018)*. The OPR advisory exempts local serving retail projects of up to 50,000 square feet or up to 10,000 square feet of office

space. The Technical Advisory further recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold.

The project includes 78 residential condominiums, 4,620 square feet of General Office, and 21,285 square feet of local service retail. The retail and office components of the project are within the size limits to be screened from further VMT assessment under the presumption that they will result in a less-than-significant impact. Since the office and retail components screen out, the VMT analysis for the project focuses on the VMT from the residential portion of the project, which is the dominate use.

**Analysis Methodology:** The Corona General Plan Model (CGPM) was utilized to prepare VMT estimates for baseline and future conditions. The project land use was added to the model by converting the land uses to socio-economic data using conversion factors from the SCAG Employment Density Report. Household characteristics were assumed to be consistent with neighboring Traffic Analysis Zones (TAZs) to the project. Baseline and Future model runs were conducted with and without the project coded. The following methodologies were utilized to prepare the VMT estimates:

- **Project Level VMT** was estimated for the project TAZ using the Origin-Destination (OD) Method which tracks the model final assignment total TAZ trips and full trip distance to and from the project TAZ. Project Level VMT was estimated using the base year (2017) model.
- **Cumulative Effect on VMT** was estimated using the Boundary Method, which uses the City border as the boundary and estimates the sums of all trips within the boundary and multiplies the trips by the roadway link length. Cumulative VMT was estimated using the future (2040) model.

**VMT Evaluation:**

- **Project Level VMT:** The project's VMT/SP is 25.9 miles, which is below the City's VMT/SP threshold of 30.2 miles for the base year. Therefore, the project is forecast to have a **less-than-significant impact** on baseline VMT.
- **Cumulative Effect on VMT:** Citywide daily VMT with the Project was estimated to be 2,297 miles less with the project which results in a positive effect on VMT. Therefore, the project is forecast to have a **less-than-significant impact** on cumulative VMT.

Level of Service (LOS) Analysis

Although the city's CEQA checklist no longer considers level of service (LOS) as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The following study locations were evaluated in the analysis due to their proximity to the project site:

Study Intersections:

1. Serfas Club Drive & Green River Road
2. Montana Ranch Road & Green River Road
3. Tanglewood Drive & Green River Road
4. Paseo Grande & Green River Road
5. Border Avenue & Green River Road
6. Chase Drive & Foothill Parkway
7. Lincoln Avenue & Foothill Parkway
8. Main Street & Foothill Parkway
9. Fullerton Avenue & Foothill Parkway

Study Roadway Segments:

1. Green River Road West of Serfas Club Drive
2. Serfas Club Drive North of Green River Road
3. Green River Road East of Serfas Club Drive
4. Montana Ranch Road South of Green River Road
5. Green River Road East of Montana Ranch Road
6. Tanglewood Drive North of Green River Road
7. Tanglewood Drive South of Green River Road
8. Green River Road East of Tanglewood Drive
9. Paseo Grande North of Foothill Parkway
10. Foothill Parkway East of Paseo Grande
11. Border Avenue North of Foothill Parkway
12. Foothill Parkway East of Border Avenue
13. Chase Driveway North of Foothill Parkway

14. Chase Driveway – Project Access South of Foothill Parkway
15. Foothill Parkway East of Chase Drive
16. Lincoln Avenue North of Foothill Parkway
17. Lincoln Avenue South of Foothill Parkway
18. Foothill Parkway East of Lincoln Avenue
19. Main Street North of Foothill Parkway
20. Main Street South of Foothill Parkway
21. Foothill Parkway East of Main Street
22. Fullerton Avenue North of Foothill Parkway
23. Fullerton Avenue South of Foothill Parkway
24. Foothill Parkway East of Fullerton Avenue

The TIA evaluated traffic conditions under the following scenarios:

- Existing (2021) Conditions
- Existing (2021) Plus Project Conditions
- Project Opening Year (2022) with Background Traffic Conditions
- Project Opening Year (2022) with Background Traffic and Proposed Project Conditions

A dedicated right-turn lane from westbound Foothill Parkway onto Chase Drive will be provided as part of the proposed project and is assumed in the Existing Plus Project and Opening Year Plus Project Conditions. Per the TIA, all study area intersections operate at an acceptable LOS (LOS D or better) during the peak hours and are forecast to operate at an acceptable LOS with the project for all scenarios. All study roadway segments operate at an acceptable LOS (LOS C or better) and are forecast to operate at an acceptable LOS with the project for all scenarios.

c. See discussions under 6.b.

d. See discussions under 6.b.

e. The nearest airport is the Corona Municipal Airport, which is located approximately 3.40 miles north of the project site. The project site is not located within the Riverside County Airport Land Use Compatibility Plan for the Corona Municipal Airport, and therefore, the development would not be subject to certain development restrictions or policies established by the Airport Land Use Plan. Also, the zoning of the project site would restrict all future residential and commercial buildings to a maximum height of 40 feet. Because of the project site's distance from the airport and the maximum allowable height of the buildings, the project would not impact air operations, nor would it cause change to air traffic patterns. Therefore, no impact related to this issue would occur.

f. The design of the project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.

g. The project design has been reviewed for approval by the city's Fire Department for emergency access; therefore, no impacts are expected.

h. See discussions under Sections 6.a, b, c, d, and e.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☒ | ☐ | ☐ |
| b. Riparian habitat or sensitive natural community | ☐ | ☒ | ☐ | ☐ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☒ | ☐ | ☐ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☒ | ☐ | ☐ |
| f. Conflicts with any habitat conservation plan | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

A Western Riverside County Multiple Species Habitat Conservation Consistency Analysis was prepared by Searl Biological Services (SBS), dated December 17, 2020. The purpose of the study was to show that the project is in compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to address any potential impacts to biological resources. The following discussions are based on the findings of the study.

a. In its present condition, the project site is covered by various types of vegetation including coast live oak woodland (0.02 acres), coastal sage scrub (2.13 acres), coastal sage scrub/ruderal (8.64 acres), ornamental landscaping (0.22 acres), and ruderal (5.56 acres). Refer to Figure 3.

**Figure 3: Vegetation Communities**

Source: Searl Biological Resources

The project site is not located within an MSCHP Subunit or Criteria/Cell/Cell Group. Therefore, no Reserve Assembly Analysis is required. The nearest Criteria Cell is located approximately 1.61 miles northwest of the project site. The project site is not located within a designated assessment area for Narrow Endemic Plant Species, a designated assessment area for Criteria Area Plant Species, or a designated area for amphibians. The property is not located in an area with Delhi sands. No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. Coulters matilija poppy was present within an existing blueline stream that was identified on the northern portion of the site (Feature A of Figure 4). However, the project will avoid impacts to the blueline stream and the Coulter's matilija poppy, as no construction is proposed within the blueline stream.

The project site is located within an assessment area for the Burrowing Owl (BUOW), which is a priority 2 California Species of Special Concern (SSC) and is a covered species under the MSHCP. The BUOW breeding season is typically March through August with peak breeding activity occurring in April and May. Habitat assessments for BUOW were conducted by SBS in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006) (BUOW Survey Instructions). Surveys were conducted on July 17, July 31, August 21, August 31, and November 21, 2019. No burrowing owls or evidence of suitable habitat for the burrowing owl were found on site. Although there were no burrowing owls found, the project is required to conduct a 30-day pre-construction survey for the burrowing owl prior to ground disturbance. This would ensure that there is no accidental taking of any burrowing owls during grading and construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-A]**

Two (2) costal live oaks were found within the project site and are proposed for removal. Native oak trees are not specifically addressed in the MSHCP; however, the 2020-2040 General Plan states in Goal ER-8.5: "Conserve the oak tree resources in the city to the extent feasible." Leaving the two isolated oak trees in the place is not feasible for the project because they interfere with the project's on-site design. Therefore, the project applicant will have the trees removed; however, the applicant will be replacing the two trees with twelve (12) 60-inch box sized okay trees on the project site. A condition of approval regarding the oak tree replacement is placed on the associated project applications CUP2020-0001 and PP2020-0005. If tree removal or grading activities occur during the bird breeding season (February 1 through August 31), a pre-construction bird nesting survey would need to be conducted. Ground disturbing construction activities could directly affect birds protected by the Migratory Bird Treaty Act and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. The submittal of a pre-construction bird nesting survey would reduce impacts to less than significant. **[MM 7-B]**

b. Section 6.1.2 of the MSHCP requires new developments to undergo an assessment for riparian/riverine habitat, vernal pools, fair shrimp, and the following riparian bird species: Least Bell's Vireo, Southwestern Willow Flycatcher, and Yellow-billed Cuckoo. If the assessment identifies suitable habitat for any of these species and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures would need to be implemented in accordance with the MSHCP.

SBS conducted an assessment of the project site per the procedures under Section 6.1.2. SBS also conducted an office review and analysis of the Corona South 7.5 Minute USGS California Quadrangle, historic aerial photography from Historic Aerials online and Google Earth, the U. S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Also, SBS conducts a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data to determine if the three-targeted fairy shrimp and/or three-targeted bird species listed above in Section 5.0 have been reported to occur within five miles of the subject property.

Based on the results of the assessment, the following were identified:

- A USGS blueline stream is present along the northern portion of the property. The blueline stream is designated as Feature A on Figure 4.
- A small ephemeral drainage feature was present in the southeastern portion of the property. This is designated as Feature B on Figure 4.
- A detention basin was present offsite near the southeastern corner of the property. This is designated as Feature C on Figure 4.

**Table 7-B: Potential Riparian/Riverine Areas Results**

| FEATURE ID | ASSESSMENT AREA ACRES | PROPERTY ACRES | ONSITE PROJECT ACRES | OFFSITE PROJECT AREAS |
|---|---|---|---|---|
| A | 2.37 | 0.49 | 0 | 0 |
| B | 0.05 | 0.002 | 0 | 0 |
| C | 0.11 | 0 | 0 | 0 |
| **TOTAL** | **2.53** | **0.492** | **0** | **0** |

Source: Searl Biological Resources

**Feature A** is an alluvial wash that receives and conveys flow during storm events, flowing from west to east. It was designated a USGS-perennial stream (i.e. solid blueline on a USGS map); however, the wash is ephemeral in nature. Flow from Feature A was conveyed offsite through an underground culvert to Oak Street Reservoir. During high yield rain events or prolonged storms, flow from the Oak Street Reservoir is tributary to the Prado Dam within the Santa Ana River through a concrete flood control channel and underground culverts. Coulters matilija poppy, a species covered under the MSHCP, was present within Feature A. The project will avoid impacts to Feature A and the Coulter's matilija poppy. According to the Western Riverside County Regional Conservation Authority, the Species-Specific Conservation Objective has been met for Coulter's majilija poppy. Therefore, no impacts are expected with respect to Coulter's matilija poppy. However, to ensure that there are no impacts to Feature A during construction, the project is required to have temporary fencing installed along the outskirts of Feature A to protect the area during construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-C]**

**Feature B** is located south of the project site. It is an upland ephemeral drainage that receives and conveys flow during storm events, flowing from southwest to northeast. It was not mapped as a blueline on the Corona South USGS quadrangle. The project is avoiding impacts to Feature B.

**Feature C** is a man-made created detention basin that was constructed in 2006 in association with the Orchard Glen residential community located southeast of the project site. The basin is maintained by the Orchard Glen HOA. The project is avoiding impacts to Feature C, which will be protected in place.

In summary, no direct or indirect impacts will occur to Features A, B, and C or Coulter's matilija poppy. Therefore, the project is consistent with Section 6.1.2 of the MSCHP. Also, through the Conditions of Approval for TTM 37691, the project applicant will be required to place a conservation easement, deed restriction, or other similar mechanism over the avoided areas of Features A and B that are located on the property. This would be consistent with Section 6.1.2, which states under the section *Avoidance and Minimization*:

*"If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term Conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanisms."*

Although the project will avoid Features A, B, and C, the project is required to comply with the best management practices (BMPs) listed under Sections 5.2.4, 9.0 and 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis to prevent direct and indirect impacts to these potential riparian/riverine areas. This would reduce impacts to less than significant. **[MM 7-D, 7-E, and 7-F]**

No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. No suitable habitat for riparian birds were present on the project site. Therefore, no impact would occur and no mitigation is warranted for vernal pools, fairy shrimp, or riparian birds.

**Figure 4: Potential Riparian/Riverine Areas Assessment Results**

Source: Searl Biological Resources

c. As discussed under Section 7.b, the project will avoid drainage Features A, B, and C. As such, the project would not result in impacts to state and federally protected jurisdictional features, including wetlands, and therefore, regulatory approvals from the Army Corps of Engineers, Regional Board, or California Department of Fish and Wildlife would not be required.

d. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to migrate between areas, breed, and forage. Due to the project site being disturbed by previous grading and improvements, its location by a highly traveled roadway, its proximity to residential developments, and human activities from hiking and biking activities which are known to occur through the property, the project site is not expected to be used as a corridor or linkage by wildlife that occur within and outside of the City of Corona. Furthermore, the project site is not located within or adjacent to any MSCHP designated Subunits, Cores, Linkages, Criteria Cells, or Conservation Areas. Therefore, development of the proposed project would not impact wildlife corridors and no mitigation is warranted. Any impacts to migratory species such as migratory birds would be mitigated by compliance with **MM 7-B.** Therefore, no further mitigation is necessary.

e. The City of Corona participates in the MSHCP, which is a habitat conservation plan for the Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The applicant is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

f. See discussion under Section 7.e.

**Mitigation Measures**

**MM 7-A** Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

**MM 7-B** If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation.

**MM 7-C** Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction.

**MM 7-D** Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department.

**MM 7-E** The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis.

**MM 7-F** The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, and C:

- Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.
- Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.
- Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.
- Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.
- Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species

Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush.

- Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."
- Grading/Land Development: No grading or land development shall extend into any avoidance areas.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, no mitigation is warranted.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☒ | ☐ | ☐ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Therefore, this is not expected to be an issue and no mitigation is required.

b. A Phase I Environmental Site Assessment (ESA) was prepared by LGC Geo-Environmental, dated December 30, 2019, to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. Per the Phase I ESA, a cement pipe was found on the northern portion of the property and stained soil was found on the northwestern corner of the property.

LGC Geo-Environmental prepared a Phase II ESA, dated November 30, 2020, to analyze the cement pipe for asbestos and evaluate the stained soil for the presence of petroleum hydrocarbons. A sample of the cement pipe and soil were taken by LGC personnel for analysis. The analysis revealed no asbestos in the sample for the cement pipe while the stained soil was determined to be a petroleum-contaminated waste. Based on the results of the analysis, LGC recommended that the concrete pipe can be properly disposed of or recycled as ordinary non-hazardous solid waste. However, the stained surface soil should be excavated and properly disposed of or recycled. After excavation of the stained soil, the excavation should be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Compliance with this recommendation would reduce impacts to less than significant. **[MM 9-A]**

c. The nearest schools to the project site are Benjamin Franklin Elementary School and Dwight Eisenhower Elementary School. Benjamin Franklin Elementary School is located approximately 0.70 feet northeast of the project site. Dwight Eisenhower Elementary School is located approximately 1.07 miles east of the project site. There is no school that is located within ¼ mile from the project site. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there would be impacts and no mitigation is required.

d. Refer to discussion under Section 9.b.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

f. The project is designed with two points of vehicular access to Foothill Parkway. The main access is a private road that will be constructed with the project, which will provide access to the commercial and residential portions of the project. The second access is a 28-foot wide emergency road that will be constructed along the southerly perimeter of the project site, which will allow for emergency access and evacuation from the project site to Foothill Parkway. The project also provides emergency vehicular access to the adjacent properties to the west, southwest, and south, which are landlock and don't have direct access to a street. Construction activities that would temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of a grading and/or building permit approval to ensure that adequate access is maintained. Compliance with the existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigate is required.

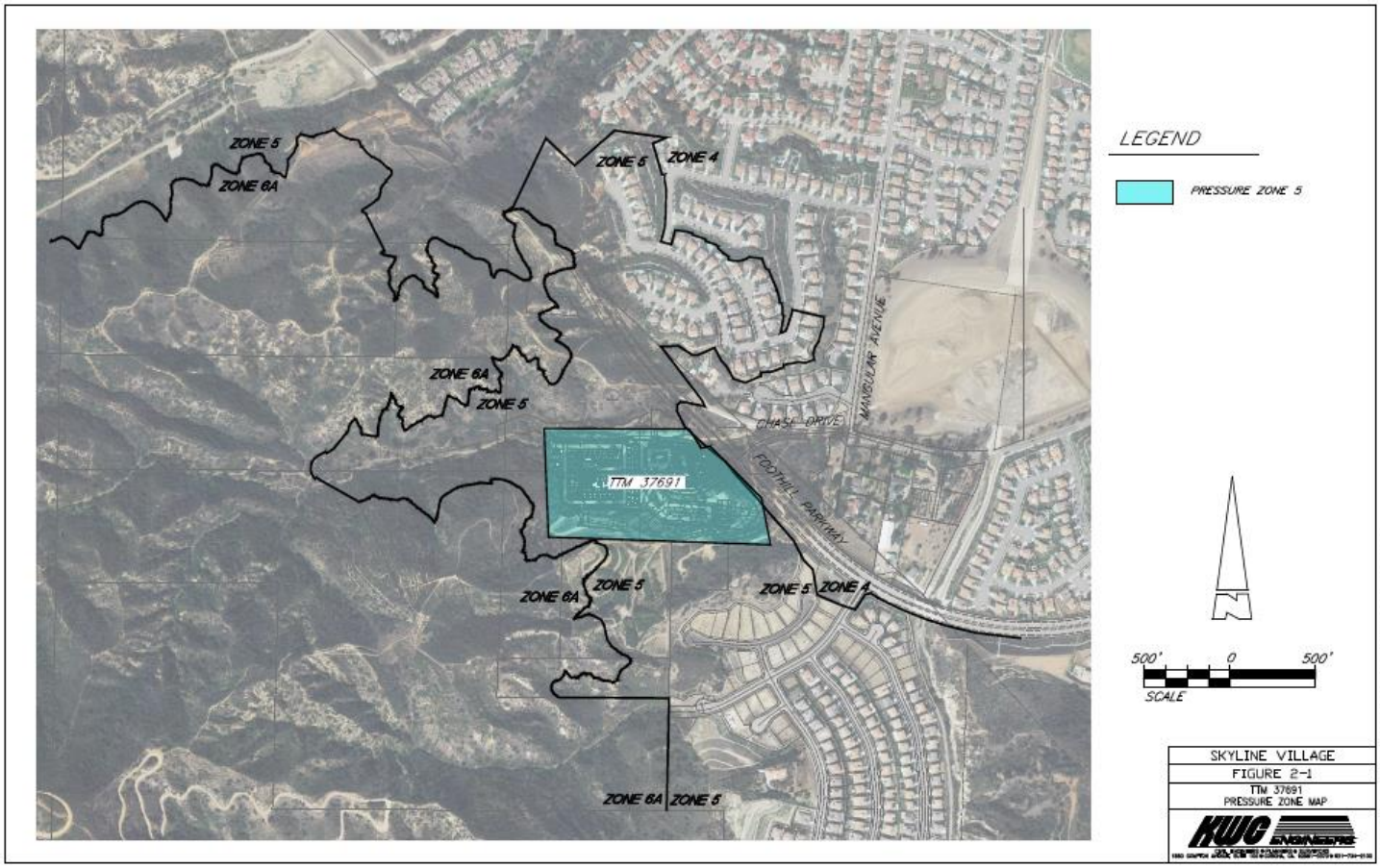
g. The project site is located within the Cleveland National Forest and is in a Very High Fire Hazard Severity Zone (VHFHSZ). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development. Adequate fire flow is also necessary, which is discussed further below.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines.

The project is required to have adequate fire flow for fire protection per the Fire Code. According to Section 15.12.390 of the Corona Municipal Code, the minimum fire flow and flow duration for residential buildings is 2500 gpm (gallons per minute) for a 2-hour duration and 3000 gmp for 3 hours for commercial buildings. Water storage is necessary for fire flow. The development is located within Zone 5 of the City's Pressure Zone Map. The project is required to construct its own water facilities to supply the necessary system pressures. A preliminary water study analyzing the project's water demands was prepared by KWC Engineers (dated May 2021) and submitted to the City's Department of Water and Power (DWP) for review. Based on the preliminary study, the DWP has estimates that the project would need to construct a new 1.0-million-gallon (MG) water tank containing operational storage, terminal storage, and fire flow storage to adequately serve the project. The water tank would need to be constructed near the proposed development and at an elevation of 1380 feet above mean seal level (MSL). The project applicant has the option of constructing the 1.0 MG water storage tank or paying a fair-share cost of the total construction cost of a new 2.5 MG water tank, which would be constructed by the City. The applicant's fair-share contribution will be determined following the approval of the final water study, and payment would be required prior to the recordation of the project's tentative tract map, TTM 37691, or issuance of a precise grading permit, whichever occurs first. Compliance with this requirement would reduce impacts related to wildland fires to less than significant. **[MM 9-B]**

If the applicant chooses to participate with the City in the construction of the water tank and the project site is constructed before the City completes the construction of the water tank, the DWP has determined that the City's existing potable water pumping facilities located in Zone 3 (located within Sierra Bella) are capable of delivering the project's required fire flow in the interim. Therefore, project development may commence prior to tank construction and without additional pumping facility construction, provided that a permanent water tank is constructed within 5 years of map recordation or issuance of a precise grading permit, whichever occurs first.

**Figure 3: Pressure Zone 5 Map**




Source: KWC Engineers

**Mitigation Measures:**

**MM 9-A** Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City.

**MM 9-B** The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank, as determined by the final water study approved by the City. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☒ | ☐ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☒ | ☐ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Noise Impact Study, dated March 19, 2021, was prepared by RK Engineering to analyze noise impacts associated with project. The following discussions are based on the findings of the Noise Impact Study.

a. The nearest existing noise-sensitive land uses include the residential properties that are located approximately 300 feet east of the project site across Foothill Parkway. The nearest future residential homes proposed as part of the Skyline Heights subdivision (TTM 36544) would be located approximately 700 feet to the northwest of the project site. The Noise Impact Study analyzed short-term and long-term noise impacts associated with the proposed project. Short-term impacts would be associated with the construction phase of the project, while long-term impacts would be associated with the operational phase of the project and includes parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Should the project decide to include outdoor events with live music in the future, the project's Conditions of Approval associated with PP2020-0005 require the applicant to submit to the City an updated noise analysis to address live music uses. Uses using a loud speaker or amplified device should adhere to the regulations in CMC section 9.24.040.

Short-term (Construction) Noise Impacts

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise.

RK Engineering analyzed potential noise impacts during all expected phases of construction, and noise levels are calculated based on an average distance (300 feet) of equipment over an 8-hour period to the nearest adjacent residential properties. The worst-case scenario construction phase noise levels would be approximately 72.7 dBA at the nearest adjacent residential properties. However, construction would occur throughout the project site and would not be concentrated or confined in a single area. Also, the project is required to comply with Corona Municipal Code Section 17.84.040, which permits construction activities between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays. To further reduce the potential for noise impacts, implementation of the design features which are listed below would further minimize construction noise impacts. The design features are included in the project's Conditions of Approval for PP2020-0005. Thus, the project's short-term noise impacts would be less than significant.

**Required Short-term Project Design Features:**

- No impact pile driving activities shall be allowed on the project site.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
- Obtain a construction work permit from the City of Corona prior to starting construction.

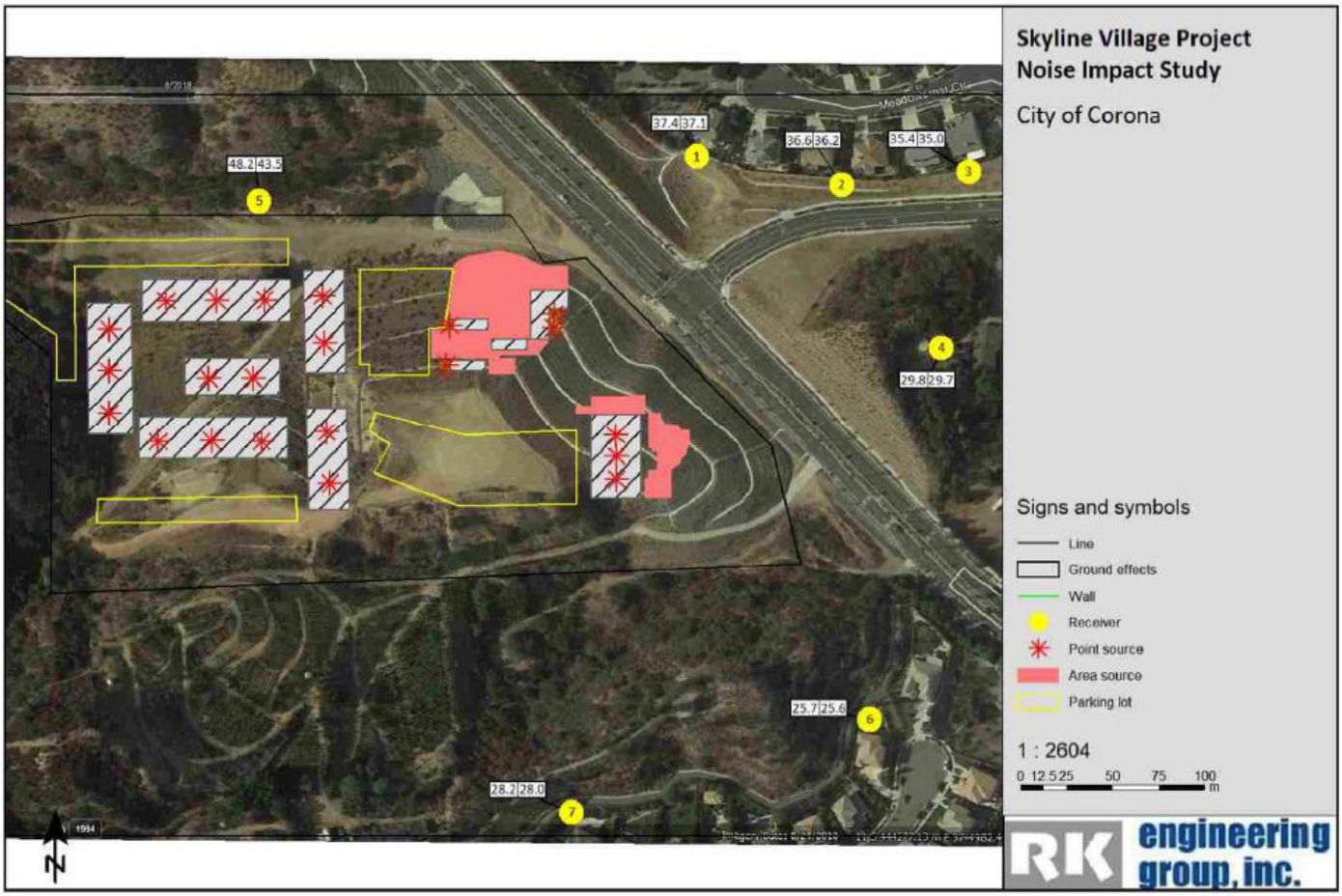
Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Operational noise was analyzed at all adjacent property lines surrounding the project site and at the nearest existing residential properties to the east (across Foothill Parkway). See Figure 4. The noise analysis considered all project noise sources operating simultaneously during the daytime (7:00 a.m. to 10:00 p.m.) at the property lines of the nearest adjacent residential properties. The project is subject to the City's noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10.A below.

| TABLE 10.A<br>STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| **TYPE OF LAND USE** | **MAXIMUM ALLOWABLE NOISE LEVELS** | | | |
| | **Exterior Noise Level** | | **Interior Noise Level** | |
| | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** |
| Single-, Double- and Multi- Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |

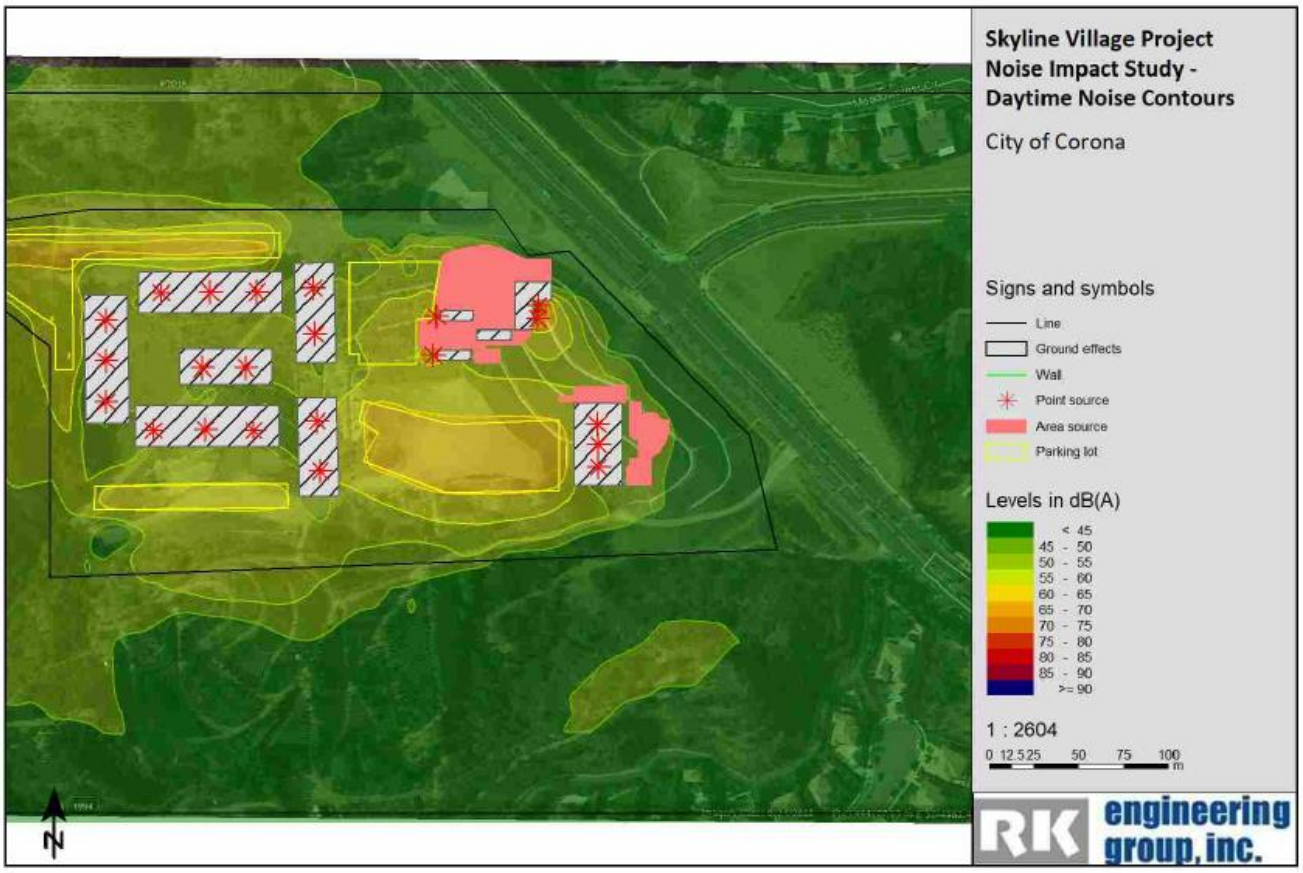
Source: CMC Section 17.84.040(C)

**Figure 4: Noise Measurement Locations**



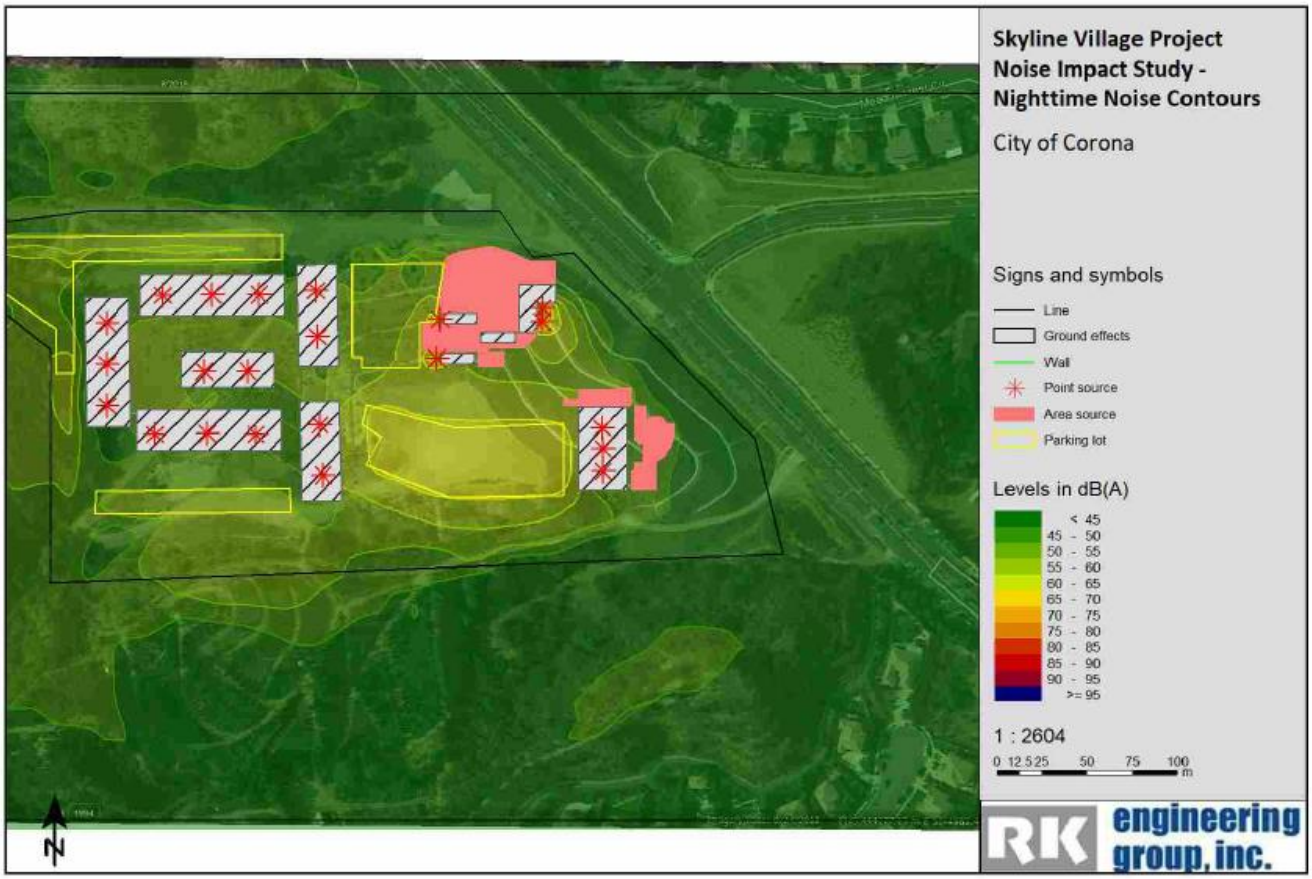

Source: RK Engineering

**Figure 5: Noise Contours for Daytime Hours**




Source: RK Engineering

**Figure 6: Noise Contours for Nighttime Hours**




Source: RK Engineering

Noise was measured for the daytime and nighttime hours.

- **Daytime:** Based on the results of the noise analysis, noise levels generated by the project would range from 25.8 dBA to 48.2 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's daytime noise standard of 55 dBA at the adjacent property lines. Figure 5 shows the project's noise contours for the daytime hours.

- **Nighttime:** Based on the results of the noise analysis, noise levels generated by the project noise would range from 25.7 dBA to 43.5 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's nighttime noise standard of 50 dBA at the adjacent property lines. Figure 6 shows the project's noise contours for the nighttime hours.

The change in the existing noise levels as a result of the project would range from approximately 0.0 dBA to 3.5 dBA during daytime hours. For the daytime hours, the change in the existing noise levels as a result of the project would similarly range from approximately 0.0 dBA to 3.5 dBA during daytime hours. This noise change as a result of the project is considered insignificant because, per the study, the human can barely perceive a change in noise level of 3 dB.

Note that the results of the long-term noise impact analysis assumes that the project design features listed below are integrated into the project. These design features are a requirement of the project's Conditions of Approval associated with PP2020-0005. Therefore, the project's long-term noise impacts would be less than significant.

**Required Long-term Project Design Features:**

- Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
- All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
- Truck deliveries, loading/unloading activity, and trash pick-up should be limited to daytime (7 a.m. – 10 p.m.) hours only.
- Limit engine idling time for all trucks to 5 minutes or less.

Also, the new commercial center is required to adhere to the stationary noise standards under CMC Section 17.84.040(C) which would reduce the commercial center's operational noise impacts to the new residential condominiums proposed within the project site to a less than significant level. Therefore, no mitigation is required.

b. Vibration from construction was analyzed in the Skyline Village Noise Impact Study (RK Engineering, dated March 19, 2021. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the residential structures located at approximately 300 feet from the east property line. All structures surrounding the project site are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site. Based on the results of the vibration analysis, the project's construction activities would not cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would be barely perceptible.

**Table 10-B: Construction Vibration Impact Analysis**

| Construction Activity | Distance to Nearest Structure (ft) | Duration | Calculated Vibration Level - PPV (in/sec) | Damage Potential Level | Annoyance Criteria Level |
|---|---|---|---|---|---|
| Small Bulldozer | 300 | Continuous/Frequent | 0.000 | No Impact | Barely Perceptible |
| Large Bulldozer | 300 | Continuous/Frequent | 0.006 | No Impact | Barely Perceptible |
| Vibratory Roller | 300 | Continuous/Frequent | 0.014 | No Impact | Barely Perceptible |
| Loaded Trucks | 300 | Continuous/Frequent | 0.005 | No Impact | Barely Perceptible |

c. See discussions under Section 10.a.

d. See discussions under Section 10.a.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County

Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

| **11. PUBLIC SERVICES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The Corona Fire Department (CFD) will provide all emergency and medical aid calls to the project site. Station 6 located at the corner of Main Street and Upper Drive will provide first in response to the project site. Station 6 is located approximately 2.1 miles from the project site and is equipped with a paramedic engine company, water tender, and research engine with four personnel. Average response time to the project site is estimated to be approximately six minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 4.6 miles from the project site. The City's police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

c. The proposed project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district apply.

d. Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

e. See discussion under 11.d.

| **12. UTILITIES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☒ | ☐ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☒ | ☐ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☒ | ☐ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☒ | ☐ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☒ | ☐ |
| f. Adequate landfill capacity | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| g. Comply with solid waste regulations | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b. See discussion under Section 12.a.

c. As discussed under the Hydrology & Water Quality section, a preliminary hydrology study (KWC Engineers, December 2020) was prepared for the project to analyze the project's drainage patterns. The project will generally maintain the existing drainage patterns in the proposed condition. In comparison between the existing and proposed drainage patterns, Drainage Areas B, C, and D will have peak flows in the proposed condition that are less than the peak flows in the existing condition. However, Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. The slight increase will not impact the sizing of the existing storm drain pipeline and hydraulics of the pipeline. Furthermore, the existing storm drain pipe was sized for larger bulked flow rate of 844.2 cfs and drains to the existing Oak Street Debris Basin located approximately 1,200 feet to the east of the project site. Therefore, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d. As discussed under the Hydrology & Water Quality section, a preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basins throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

e. See discussion 12.a.

f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.

g. See discussion under Section 12.f.

| **13 AESTHETICS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☒ | ☐ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☒ | ☐ |
| c. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Light or glare | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

The following discussions are based on the Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021.

a. Per the 2020-2040 General Plan, the stretch of Foothill Parkway from Paseo Grande to Bedford Canyon Road is a city designated scenic corridor. This stretch offers views of the Prado Basin to the north and hills and valleys leading toward the San Bernardino Mountains in the north and east. The project site is located on this stretch of Foothill Parkway. The project site has been used for low-key agricultural activities in the past and is currently undeveloped and vacant. The project site is on a hill on the southwest side of Foothill Parkway. A roadway leading into the project will be cut into the hillside forming a fourth leg to the intersection of Chase Drive and Foothill Parkway. The remaining slopes facing Foothill Parkway will be landscaped on the southerly section and retained behind a proposed 30-foot-high segmented block retaining wall on the northerly section. One and two-story commercial buildings are proposed on top of the hillside nearest Foothill Parkway. Three-story residential buildings are proposed on the west side of the site at a slightly higher elevation. Currently, the dominant view of the site is the engineered hillside. The proposed project will landscape the hillside and it will continue to be the dominant view of the site. The zoning designation of the surrounding area is a combination of low-medium density residential and open space. The areas northeast of the project site contain single-family residential homes. Immediately south and west of the project site are vacant, agricultural and open space land. With a mix of residential and neighborhood commercial uses, the proposed Skyline Village mixed-use development fits well in the current land use zoning designation and aesthetics of the area. The project site is closer to Foothill Parkway similar to other developments in the immediate area. The proposed development is required to adhere to the City's development standards with respect to building height, setbacks to property lines and landscaping. Therefore, the on-site design standards will be similar to the design standards used on the nearby properties. Therefore, the project will not cause any adverse effects on the existing scenic vistas and is a less than significant impact.

b. The proposed project is located on a vacant undeveloped land. The land use zoning designation of the project area is a combination of low-medium density residential, commercial, and open space. The proposed project would develop 39 one-bedroom residential condominiums, 39 three-bedroom townhomes, a 1,400-square foot recreation center with a swimming pool, one and two-story retail shops and restaurants totaling 25,715 square feet, parking, and ancillary uses. The mix of on-site land uses would be interconnected with pedestrian and bicycle pathways. The publicly accessible vantage points include Chase Drive and Foothill Parkway to the east of the site, and the public trails north and west of the project site. The views of the project from these publicly accessible vantage points will be mainly the rooftops of the development and landscaping. Currently, the dominate view of the project site is an engineered hillside void of any vegetation. The project proposes landscaping on the hillside facing Foothill Parkway. The project will not degrade the existing character or quality of the public views of the site and surrounding project area. The proposed development will result in a uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, a less than significant impact would occur and no mitigation is warranted.

c. The project site is located on currently undeveloped vacant land on the southwest side of Foothill Parkway at the intersection of Foothill Parkway and Chase Drive. Chase Drive provides western views toward the Santa Ana Mountains. The proposed project building pads of the three-story residential buildings sit slightly higher on the west end of the project site but will not obstruct the scenic views of the mountains. The west side of the project site is dominated by the hillside slope and will continue to be the dominant visual feature of the site. There are no historic buildings on or near the project site and, since the project will be built on a vacant land that does not include existing trees or rock outcroppings, it will not affect any natural resources such as trees, or rock outcroppings. Also, there are no state scenic highways nearby. Therefore, the proposed project would have no impact on scenic resources. No mitigation is required.

d. The proposed project would introduce new sources of light because of the new development and infrastructure. The light sources would be in the form of residential lighting from the condominiums, security lighting in the common areas and garages, the lights of retail shops, and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential and commercial sources is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. The project's photometric analysis prepared by Beaumont Electric Inc. has demonstrated the project's compliance with this requirement. As such, adherence to these design measures would help reduce the light or glare potentially caused by the project.

The project would also include solar panels on the rooftops of the residential carports. Solar photovoltaic (PV) are made up of glass panels that are designed to maximize absorption of light and minimize reflection to increase electricity production efficiency. To limit reflection, solar PV panels are constructed with dark, light-absorbing materials and covered with an anti-reflective coating to create an albedo effect, which minimizes glare. Furthermore, the residential carports are

located on the western portion of the project site and would not be visible to the surrounding existing residential uses.

New on-site lighting and building materials will be designed, installed, and maintained to satisfy applicable City requirements; therefore, a less than significant impact would occur from light and glare and no mitigation is required.

| **14. CULTURAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☒ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. CRM Tech prepared a Historical/Archaeological Resources Survey Report, dated September 25, 2019, for the project. The purpose of the analysis was to determine whether the project would cause substantial adverse changes to any historic or archaeological resources as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM Tech conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. Through the various avenues of research, CRM Tech did not encounter any historical resources within or adjacent to the project area. Therefore, no impacts related to historical or archaeological resources would occur.

b. See discussions under 14.a.

c. CRM Tech prepared a Paleontological Resources Assessment Report, dated September 26, 2020, for the project. The purpose of the report was to determine whether the proposed project would potentially disrupt or adversely affect any significant, nonrenewable paleontological resources, as mandated by CEQA.

The project site is located in the northern portion of the Peninsular Ranges geomorphologic province, where a series of northwest-southeast-trending mount ranges and valleys lie subparallel to fault lines branching from the San Adreas Fault. The topography in this region generally consists of granitic rock intruding into older metamorphic rock. The project location lies at the northwestern end of the Corona-Elsinore Trough and within the Corona compound alluvial fan that slopes northeast across the trough. Surrounding area is known to contain exosures of the late-Cretaceous Ladd Formation and the younger Paleocene Silverado Formation, which is composed of marine and nonmarine beds.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered in future excavation and construction activities, CRM Tech initiated a records search with the Natural History Museum of Los Angeles County in Los Angeles, reviewed pertinent literature, and carried out a systematic field survey on July 30, 2019 in accordance with the guidelines of the Society of Vertebrate Paleontology.

The results of the research procedures indicate that the proposed project's potential to impact significant paleontological resources is low in the surface sediments of younger Quarternary alluviam in the northern portion and the southeastern corner of the property, but high in the exposures of marine late-Cretaceous Ladd formation and the Paleocene Silverado Formation elsewhere and the older Quaternary sediments underlying the younger Quarternary alluvim. The current surface soils in the project area, however, have been extensively disturbed over the past 17 years by earth-moving activities associated with the leveling of the hilltop, grading, and the construction of a concrete paved road. The surface soils essentially constitute artificial fill.

In order to prevent project impacts on significant, nonrenewable paleontological resources or to reduce such impacts to a level less than significant, CRM TECH recommended that a mitigation program be developed and implemented during any earth-moving operations reaching beyond the previously disturbed surface soils. The mitigation program should be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following:

- All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

With implementation of a mitigation program, impacts to paleontological resources would be reduced to less than significant. **[MM 14-A]**

d. Mitigation Measure 17-F **[MM 17-F]** under the **Tribal Cultural Resource** section would address inadvertent discoveries of human remains during project grading and construction. This would reduce impacts to less than significant.

**Mitigation Measure:**

**MM 14-A** Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include, but not be limited to, the following:

a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but will have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. Samples of sediments should be collected and processed to recover small fossil remains.

c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

| **15. AGRICULTURE RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

b. The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

| 16. GREENHOUSE GAS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CoronaCAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet itsestablished GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 $MtCO_2e$ (metric tons of $CO_2e$ equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The project's Air Quality and Greenhouse Gas Impact Study (RK Engineering, March 2021) determined that the project's annual GHG emissions would be 3,104.57 MTCO2e/year. Since the project's annual emissions would be greater than 3,000 MTCO2e/year, the RK Engineering report states that the project would need to complete the Screening Tables in the Corona CAP and garner the required 100 points in order to be consistent with the reduction quantities anticipated in the Corona CAP. RK Engineering completed the Screening Tables, which are attached as Appendix C to the Air Quality and Greenhouse Gas Impact Study. Based on the design and construction measures that RK Engineering selected for the project, the project was capable of garnering a total project score of 107.8 points, which shows compliance with the Corona CAP. The entitlement applications, PP2020-0005 and CUP2020-0001, are conditioned to implement the design and construction measures that were selected by RK Engineering for the project. Implementation of these measures would reduce impacts related to greenhouse gas emissions to less than significant.

b. The project proposes to incorporate several energy efficiency design features (i.e., energy efficient lighting and appliances) that would comply with Title 24 requirements as well as the California Green Building Code standards that are consistent with the Corona CAP's design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. The project site is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impacts to the state's or city's historic resources.

b. The project is subject to SB 18 and AB 52 tribal consultation. The purpose of SB 18 and AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources.

Pursuant to SB 18 protocol, the City obtained a list of 18 local Native American tribes from the Native American Heritage

Commission on August 8, 2020. On October 12, 2020, the City submitted by email letters of invitation for consultation to all 18 tribes. In response to the invitation, the following tribes requested consultation:

- Gabrieleno Band of Mission Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians

Soboba Band of Luiseno Indians

Consultation with the Soboba Band of Luiseno Indians was initially held on December 7, 2020. Per Mr. Joseph Ontiveros, representative for Soboba, the project site falls with the bounds of Soboba's Tribal Traditional Use Areas, and is in proximity to known sites, is a shared use area that was used in ongoing trade between tribes, and is considered to be culturally sensitive by the people of Soboba. Mr. Ontiveros requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were submitted to Mr. Ontiveros for review. Staff and Mr. Ontiveros discussed revisions to the draft mitigation measures during the course of the consultation process. On April 8, 2021, staff and Mr. Ontiveros were able to reach an agreement with the revised mitigation measures. On June 21, 2021, the City received a follow-up confirmation email from Mr. Ontiveros concluding consultation. Compliance with the mitigation measures would reduce impacts to tribal cultural resources to a less than significant level. **[MM 17-A through MM 17-G]**

Rincon Band of Luiseno Indians

Consultation with the Rincon Band of Luiseno Indians was initially held on April 15, 2021. Per Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Soboba, the project site is located within the territory of the Luiseno people and within Rincon's specific Area of Historic Interest. Ms. Madrigal requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Staff submitted the city's draft mitigation measures related to tribal cultural resources to Ms. Madrigal for review. Ms. Madrigal responded on April 15, 2021 and she had no further comments. On June 18, 2021, Ms. Madrigal submitted a formal letter in response to the draft mitigation measures and concluded consultation. Compliance with **MM 17-A through MM 17-G** would reduce impacts to tribal cultural resources to a less than significant level.

Gabrieleno Band of Mission Indians

Consultation with the Gabrieleno Band of Mission Indians was initially held on March 17, 2021. Per Mr. Andy Salas, representative for the Gabrieleno Band of Mission Indians, the project site is located within Gabrieleno's Ancestral Tribal Territory and thus, Mr. Salas requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were emailed to Mr. Salas for review. Mr. Salas did not agree with the city's mitigation measures and proposed separate mitigation measures on March 24, 2021. On March 31, 2021, staff reviewed the proposed mitigation measures and proposed revisions to Mr. Salas for the following reasons:

1. The mitigation measures required the project developer to retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians and for the project developer to enter into a tribal agreement with the Gabrieleno Band of Mission Indians for tribal monitoring prior to the commencement of any ground disturbance. The city's mitigation measures include similar language; however, staff proposed that the language be modified to include all three consulting tribes.

2. The mitigation measures contained very specific language pertaining to when a Tribal Monitor should be present and how the Tribal Monitor should monitor and log daily ground disturbance activities. Staff did not agree with this language because it is common for each consulting tribe to require their own separate tribal monitoring agreement with the project developer and have their own Tribal Monitor onsite. As such, staff proposed that the specific monitoring details and methods of monitoring be left to each tribe's agreement with the project developer.

3. The mitigation measures stated that upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the discovery (not less than 100 feet) until the resource can be assessed. It further stated that all tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal Monitor approved by the Consulting Tribe. If the resource is Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Staff did not oppose the requirement of establishing a 100-foot buffer from an inadvertent find; however, staff proposed that the language be revised to include the two other consulting tribes. In addition, staff recommend that the mitigation measures address disagreements between tribes with regard to the final disposition of cultural resources.

Mr. Salas did not agree with staff's suggestions. Staff revised the mitigation measures and sent them to Mr. Salas on April 15, 2021. Mr. Salas responded again that he did not agree with the city's revised mitigation measures. Staff elected to conclude consultation with the Gabrieleno Band of Mission Indians on April 15, 2021 without mutual agreement on the

mitigation measures because staff felt that good faith and reasonable efforts were made during the consultation process to address Gabrieleno's concerns while also addressing similar concerns of two other consulting tribes. Although mutual agreement could not be reached between the city and the Gabrieleno Band of Mission Indians, compliance with **MM 17-A through MM 17-G** would result in less than significant impacts.

**Mitigation Measures**

**MM 17-A** **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB/18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources.

**MM 17-B** **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

i. Project grading and development scheduling;

ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**MM 17-C** **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Monitored grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made

available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;

iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

**MM 17-D** For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study.

**MM 17-E** **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM 17-F** **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

**MM 17-G** **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens.

| **18. MANDATORY FINDING OF SIGNIFICANCE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☒ | ☐ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☒ | ☐ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☒ | ☐ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topics:

- Geologic Problems;
- Hazards and Hazardous Materials;
- Biological Resources;
- Cultural Resources; and
- Tribal Cultural Resources.

However, appropriate mitigation measures have been developed. **Mitigation Measures 3-A through 17-G** successfully mitigate all identified potential impacts to less than significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less than significant.

| **19. WILDFIRE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☒ | ☐ |

**Discussion**

a. The project site is located within a Very-High Fire Hazard Severity zone (VHFHS). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area

in perpetuity and meet the City's Vegetation Management Guidelines.

Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no impacts.

b. The proposed project would not contribute to the spreading of wildfire since the project's future homes would be required to be designed to comply with the current CBC which includes fire construction standards. Also, prior to issuance of a grading or building permit, the project is required to have a Final Fuel Modification Plan approved by the Corona Fire Department that would include a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan would also address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines. Also, Mitigation Measure 9-B **[MM 9-B]** is already required to ensure that the project meets the necessary fire flow requirements per Fire Code. Therefore, the project will not exacerbate wildfire risks. Impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.

c. See discussions under 19.a and 19.b.

d. The project site is required to comply with the engineering recommendations in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). The project is also required to comply with the fuel mod zone descriptions, treatments, and plant palette in the Final Fuel Modification Plan. The proposed project will not significantly alter drainage patterns on the site based on the Preliminary Hydrology Report (KWC Engineers, dated December 2020). Therefore, impacts to exposing people or structures to a downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

| **20. ENERGY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Preliminary Energy Analysis was prepared for the project by LSA, dated February 3, 2021 to evaluate the energy and fuel use impacts associated with the proposed project. The following discussions are based on the findings of the Skyline Village Preliminary Energy Analysis

a. The Skyline Village Preliminary Energy Analysis evaluated project-specific energy and fuel use by examining the impacts of the proposed project on regional energy use. The project's energy demand during construction and operations were analyzed. Note that the project's mitigation measures required to reduce criteria air pollutants and greenhouse gas (GHG) emissions would also reduce electricity and petroleum consumption.

Temporary (Construction) Energy Demand

Construction of the project would require temporary energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures and roadways. Construction of the project would require the use of off-road construction equipment and on-road vehicles for worker commuting, and vendors. The project construction would last approximately one year. For modeling purposes, the analysis assumed that initial grading and earthwork would result in the highest fuel use during the construction period. All construction equipment was assumed to be powered by diesel and the fuel consumption was calculated based on the equation:

Fuel Consumption = Horsepower × Load Factor × Specific Fuel Consumption

For the analysis, the specific fuel consumption was assumed as 0.22 kilogram per kilowatt hour for diesel engine (Klanfar et al. 2016). Table 20-A shows the daily fuel and energy consumption estimated for construction of the proposed project. U

**Table 20-A**
**Project Construction Daily Fuel and Energy Consumption**

| Fuel Consumption (gallons/day) | Energy Consumption (MMBtu/day) |
|---|---|
| 1,536 | 211 |

Source: LSA Associates, Skyline Village Preliminary Energy Analysis

The project's total construction related on-road fuel use is small (approximately 0.03 percent of State-wide transportation fuel consumption) and would only last for a short period of time during project construction. Therefore, construction of the proposed project would not cause a significant temporary energy impact during construction.

Permanent (Operational) Energy Demand

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2 was used to estimate electricity and natural gas consumption and renewable energy generation during the operation of the proposed project. Mitigation measures required to reduce criteria air pollutants and greenhouse gas emissions would also reduce electricity consumption. The petroleum consumption from project-related on-road transportation was calculated from VMT and fuel efficiency from EMFAC2017 (ARB 2018). The Transportation Demand Management (TDM) measures identified in the Traffic Impact Analysis and Statewide EV ownership projection would reduce petroleum consumption.

- **Electricity:** The project's annual electricity consumption is expected to be 166,283 KWH. This is 0.0011% of Riverside County's total electricity consumption of 15,520 million kWh in 2019 at full buildout. The annual electricity consumption of the proposed project is higher than the defaults within the CalEEMod model due to the electricity consumption by Electric Vehicles (EVs). However, Title 24 also requires onsite renewable electricity generation and additional efficiency that offsets the higher electricity consumption of the project. The regional electricity consumption is available at County level. The proposed project would consume less than 0.2 percent of the County's total electricity consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 268 people which is equivalent to approximately 0.011% percent of the County's total population but will consume approximately 0.0011% of electricity consumption when onsite renewable generation is included. Therefore, the project's electricity consumption per person would be less than the County per capita average, and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Natural Gas:** The project is expected to consume13.25 MMBtu of natural gas. This is 0.0029% of the County's total natural gas consumption. The proposed project would consume less than 0.002% of the County's total natural gas consumption and the proposed project would generate a population of approximately 0.011% of the County's total population, the project's natural gas consumption per person would be less than the County per capita average. Therefore, the project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Petroleum**: The proposed project would consume approximately 0.0003% of the County's annual petroleum consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2019). The proposed project is anticipated to generate a service population of approximately 1,116 which is equivalent to approximately 0.045% of the County's total population. Therefore, the project's petroleum consumption per person would be less than the County per capita average, and would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

b. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. 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 in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report (CEC 2019). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 100, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by

disadvantaged communities, demand response, transmission, and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, onsite renewable energy generation combined with all electric homes significantly reduces the energy usage associated with operation of the proposed project and would be relatively small in comparison to the State's and County's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's per capita energy consumption is less than the regional (State or County) level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation measures would be necessary.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. Phase I ESA, prepared by LGC Geo-Environmental, dated December 30, 2019
4. Phase II ESA, prepared by prepared by LGC Geo-Environmental, dated November 30, 2020
5. Geologic Fault Hazard Evaluation, prepared by LGC Consultants, July 16, 2020
6. Geotechnical Investigation Report, prepared by LGC Consultants, July 16, 2020
7. Skyline Village Preliminary Energy Analysis, prepared for the project by LSA, dated February 3, 2021
8. Preliminary Hydrology Report, prepared by KWC Engineers, dated December 2020
9. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, March 2021
10. Paleontological Resources Assessment Report, prepared by CRM Tech, dated September 26, 2020
11. Historical/Archaeological Resources Survey Report, prepared by CRM Tech, dated September 25, 2019
12. Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021
13. Skyline Village Noise Impact Study, prepared by RK Engineering, dated March 19, 2021
14. Preliminary Water Study, prepared by KWC Engineers, dated May 2021
15. Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services (SBS), date December 17, 2020
16. Traffic Impact Study for the project, prepared by RK Engineering, dated June 9, 2021
17. Air Quality & Greenhouse Gas Impact Study, prepared by RK Engineering Group, Inc., March 19, 2021
18. Preliminary Water Quality Management Plan, prepared by KWC Engineers, May 20, 2021
19. Skyline Village TTM 37691 Water System Mitigation Requirements Memorandum, City of Corona Public Works Department, June 14, 2021

# MITIGATION MONITORING AND REPORTING PROGRAM
# CITY OF CORONA

| | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **GELOGIC PROBLEMS** | | | | | |
| MM 3-A | Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| | **AIR QUALITY** | | | | | |
| MM 5-A | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| MM 5-B | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| | **BIOLOGICAL RESOURCES** | | | | | |
| MM 7-A | Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-B | If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| MM 7-C | Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction. | Condition of approval | Submittal of photograph or field inspection | Prior to grading/construction | Community Development | |
| MM 7-D | Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept | |
| MM 7-E | The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F | The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, And C:<br>• Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.<br>• Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.<br>• Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.<br>• Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.<br>• Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush. | Condition of approval | Submitttal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F Cont' | • Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."<br>• Grading/Land Development: No grading or land development shall extend into any avoidance areas. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |
| | **HAZARDS AND HAZARDOUS MATERIALS** | | | | | |
| MM 9-A | Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| MM 9-B | The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first. | Condition of approval | Payment of fee | Prior to map recordation | Public Works Dept. and DWP | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **CULTURAL RESOURCES** | | | | | |
| MM 14-A | Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include but not be limited to the following:<br><br>a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.<br><br>b. Samples of sediments should be collected and processed to recover small fossil remains.<br><br>c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br><br>d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| | **TRIBAL CULTURAL RESOURCES** | | | | | |
| MM 17-A | **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB 18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. | Condition of approval | Submittal of agreements | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-A cont' | Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources. | | | | | |
| MM 17-B | **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.<br><br>a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:<br><br>i. Project grading and development scheduling; | Condition of approval | Submittal of documentation showing that an archeologist has been retained for the project. | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-B cont' | ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;<br><br>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. | | | | | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C | **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:<br><br>a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and<br><br>b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:<br><br>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C Cont' | ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;<br><br>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and<br><br>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes. | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-D | For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study. | Condition of approval | Submittal of Phase IV monitoring report or other documentation as applicable | Within 60 days of completion of grading | Community Development Dept. | |
| MM 17-E | **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-F | **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-F Cont' | The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).<br><br>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-G | **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:<br><br>a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.<br><br>b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

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**File #:** 21-0698

**PLANNING AND HOUSING COMMISSION**
**STAFF REPORT**

DATE: 7/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**CZ2020-0002**: Change of Zone 2020-0002 is an application to change the zoning on 17.02 acres from Agricultural to Multiple Family Residential on 8.07 acres and to General Commercial on 8.95 acres located on the southwest side of Foothill Parkway across from the intersection at Chase Drive. (Applicant: GF Investments, Inc.)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** recommend APPROVAL of CZ2020-0002 to the City Council, based on the findings contained in the staff report.

**PROJECT SITE SUMMARY**
**Area of property:** 17.02 acres
**Existing General Plan:** Low Density Residential (LDR, 3 to 6 du/ac)
**Proposed General Plan:** Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres and General Commercial (GC) on 8.95 acres
**Existing zoning:** Agriculture
**Proposed zoning:** R-3 (Multiple Family Residential) & C-3 (General Commercial)
**Existing land use:** Vacant
**Proposed land use:** Residential and Commercial
**Surrounding land uses:**
**S:** Plant Nursery
**N:** Vacant
**E:** Foothill Parkway with residential beyond
**W:** Vacant

**BACKGROUND**
Change of Zone 2020-0002 (CZ2020-0002) is part of the Skyline Village mixed use project that

includes residential and commercial on 17.02 acres located on Foothill Parkway across from the intersection at Chase Drive. The project site consists of two vacant parcels that are planned to be developed as a mixed-use village concept consisting of 78 residential condominiums on 8.07 acres at the rear of the project site and various retail and service type uses on 8.95 acres located at the front near Foothill Parkway. In addition to CZ2020-0002, the proposed development requires several development related applications to allow the land uses planned for the project. The additional applications being reviewed in conjunction with CZ2020-0002 include:

- **General Plan Amendment 2020-0003:** GPA2020-0003 proposes to amend the General Plan land use designation of 17.02 acres from Low Density Residential (3 to 6 dwelling units to the acre) to Medium Density Residential (6 to 15 dwelling units to the acre) on 8.07 acres and to General Commercial on 8.95 acres.

- **Tentative Tract Map 37691:** TTM 37691 proposes to subdivide 17.02 acres into two lots for condominium purposes for the commercial and residential land uses planned on the 8.95 acres in the C-3 zone and on the 8.07 acres in the R-3 zone.

- **Precise Plan 2020-0005:** PP2020-0005 is for the review of 25,715 square feet of commercial/retail and food space on 8.95 acres in the C-3 zone.

- **Conditional Use Permit 2020-0001:** CUP2020-0001 is to establish 78 residential condominiums on 8.07 acres in the R-3 zone.

Infrastructure Committee

The applicant initiated a conceptual development proposal on the project site in 2019. The project was initially discussed at the Infrastructure Committee at its meeting on February 6, 2019. The project at that time was entirely commercial on the project site and included a three-story Class A office building, grocery store, farmers market, restaurants, retail and commercial service spaces, and a gas station. The plan also included outdoor space for events. The Committee commented that noise and glare from lighting would need to be addressed should the development move forward and that connectivity to nearby trails from the project site should be maintained. The Committee also encouraged community outreach with the Orchard Glen residents to the south of the project site and with the residents located near Chase Drive across from Foothill Parkway. The Committee was receptive to the conceptual proposal.

The Infrastructure Committee at its meeting on December 2, 2020, was provided an update on the potential development of the project site, which involved changes since the previous meeting. The revised proposal included 78 condominiums with over 27,000 square feet of commercial and retail space plus a food hall and outdoor dining. The Committee expressed general support for the project.

**PROPOSED CHANGE OF ZONE**

The project site is 17.02 acres and zoned Agricultural. The Agricultural zone is normally for growing food crops or plant nurseries with limited residential. The project is proposing to establish 78 residential condominiums on 8.07 acres, which is not allowed in the Agricultural zone. To allow the

residential condominiums at the density proposed by the applicant, a change of zone to the R-3 (Multiple Family Residential) zone is required. The change of zone is also being done in conjunction with an amendment to the General Plan land use plan. The project site's current General Plan is Low Density Residential (LDR) which allows residential development ranging from 3 to 6 dwelling units to the acre (du/ac). The residential density proposed for the project is 9.66 du/ac, which requires an amendment to the Medium Density Residential (MDR) designation. The MDR designation allows a residential density range of 6 to 15 du/ac, which adheres to the density of the project.

The project also includes retail and service type commercial land uses on 8.95 acres which is not allowed by the Agricultural zone. Therefore, to allow the commercial uses proposed for the project, the applicant is proposing to change the zone on 8.95 acres to the C-3 (General Commercial) zone. The General Plan is also being amended from LDR to General Commercial to accommodate the proposed commercial uses.

Site Surroundings

The general surroundings of the project site include Foothill Parkway to the northeast, and other properties zoned Agricultural and R-1-7.2 (Single Family Residential, 7,200 square foot minimum lot size) with pockets of properties near the site zoned Open Space (OS). The properties zoned OS are owned by the US Forest Service. An existing single family residential development consisting of 157 houses exist south of the project site. A residential subdivision named Skyline Heights was approved in 2017 and covers 291 acres near and adjacent to the project site. Skyline Heights consists of 292 residential lots and 96 acres of natural open space. Skyline Heights is not yet constructed but is zoned R-1-7.2.

On the other side of Foothill Parkway across from the project site is existing single family residential. The zoning of the properties is R-1-7.2 and R-1-9.6.

**ENVIRONMENTAL ANALYSIS:**

Per Section 15070 of the State Guidelines for Implementing the California Environmental Quality Act (CEQA) and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration was prepared for the project because the Initial Study identified that the project's potentially significant effects to the environment are capable of being mitigated to less than significant. Therefore, based on the project mitigation measures identified in the Mitigated Negative Declaration, there is no substantial evidence, in light of the whole record before the City, that the project may have a significant or potentially significant effect on the environment. The Mitigation Negative Declaration is recommended for adoption (Exhibit 5).

**FISCAL IMPACT**

The applicant has paid the applicable application processing fees for this project.

**PUBLIC NOTICE AND COMMENTS**

A 20-day public notice was mailed to all property owners within a 500-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. As of the preparation of this report, the Community Development Department received a response from Mr. Bu Lee who is the owner of the three vacant properties that are landlocked behind the project site to

the west and southwest. Mr. Lee voiced his concerns regarding the access road that the applicant is proposing to construct on the project site in order to provide access from Foothill Parkway to Mr. Lee's properties. The access road is located along the southerly perimeter of the project site. The road not only provides access to Mr. Lee's properties, but it also provides access to the abutting nursery to the south and serves as an emergency fire access for the project site. The road width ranges from 12 feet to 28 feet. The easterly portion of the road extending from Foothill Parkway to the commercial parking lot is 28 feet wide. The portion that extends to the nursery is 20 feet wide. From the nursery access point to Mr. Lee's properties the road is 12 feet wide. Mr. Lee stated to staff that he would like the developer to provide him a wider road to accommodate two-way access.

**STAFF ANALYSIS**

The below table identifies the consistency of CZ2020-0002 to several of the goals and policies in the General Plan.

| Corona General Plan Goals and Policies | Project Consistency |
|---|---|
| **Goal LU-7.** Residential neighborhoods that contain a diversity of housing and supporting uses to meet the needs of Corona's residents and that are designed to enhance livability and a high quality of life. | The zone change promotes medium density residential housing, which allows housing types that are different from the mostly developed single family homes in the immediate area and thereby provides housing opportunities to Corona's residents. |
| **Policy LU-7.2.** Promote the development of innovative forms of housing that increase the diversity and affordability of units to meet the needs of the population, such as mixed-use that integrate housing with commercial and other uses, live/work structures, loft housing, and other similar housing types. | The zone change allows for housing that would meet the needs of certain population and provides opportunity for commercial services to be within walking distance to residential neighborhoods. |
| **Policy LU-7.4** Allow for the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to: schools, parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. | The zone change promotes residential and non-residential land uses to be integrated and provides Corona residents with leisure opportunities in proximity to housing instead of having to travel elsewhere. |
| **Goal LU-9.** Development of new residential neighborhoods that complement existing neighborhoods, contain a mix of neighborhood-supportive land uses, exhibit high quality architectural design, and ensure a high level of livability for their residents. | The zone change would allow new residential development and neighborhood supportive land uses, which is required to adhere to adopted development standards and design standards that are intended to promote orderly and high-quality development. |

| | |
|---|---|
| **Policy LU-9.3.** Encourage the integration of a mix of housing types into new residential neighborhoods, which may include single-family homes, townhomes, row houses, live-work, and multi-family units to the extent the integration is appropriate and complements surrounding land uses. | The zone change provides opportunity for new housing types within an area that is predominately single family and thereby encourages an integration of housing types into the neighborhood. |
| **Goal H-1.** Provide and maintain a balance of housing types and corresponding affordability levels to provide for the community's demands for housing within all economic segments of the City. | The zone change provides people within certain income segments an opportunity for housing based on affordability. |
| **Policy H-1.3**. Provide sites for residential development so that scarcity of land does not unduly increase the cost or decrease the availability of housing for all segments of the community. | The zone change maintains land within the city that would provide an opportunity for housing and at a higher density than its current density under the General Plan. |

CZ2020-0002 also establishes consistency with the General Plan designations proposed by GPA2020-0003 for the project site, which includes Medium Density Residential on 8.09 acres being rezoned to R-3 and General Commercial on 8.95 acres being rezoned to C-3.

# FINDINGS FOR APPROVAL OF CZ2020-0002

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

   *a. The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit4.*

   *b. There is no substantial evidence before the City that the revised project may have a significant effect.*

2. The proposed change of zone is in conformity with the General Plan map and text for the following reasons:

   *a. The General Plan land use plan of the project site is being amended to Medium Density Residential on 8.09 acres and General Commercial on 8.95 acres via GPA2020-0003, which is consistent with the placement of the R-3 zone and C-3 zone on the project site.*

   *b. The zone change promotes medium density residential housing, which allows housing types that are different from the mostly developed single family homes in the immediate area and*

*thereby provides housing opportunities to Corona's residents. This is consistent with Goal LU-7.*

c. *The zone change allows for housing that would meet the needs of certain population and provides opportunity for commercial services to be within walking distance to residential neighborhoods. This is consistent with Policy LU-7.2.*

d. *The zone change promotes residential and non-residential land uses to be integrated and provides Corona residents with leisure opportunities in proximity to housing instead of having to travel elsewhere. This is consistent with Policy LU-7.4.*

e. *The zone change would allow new residential development and neighborhood supportive land uses, which is required to adhere to adopted development standards and design standards that are intended to promote orderly and high-quality development. This is consistent with Goal LU-9.*

f. *The zone change provides opportunity for new housing types within an area that is predominately single family and thereby encourages an integration of housing types into the neighborhood. This is consistent with Policy LU-9.3*

g. *The zone change provides people within certain income segments an opportunity for housing based on affordability. This is consistent with Goal H-1*

h. *The zone change maintains land within the city that would provide an opportunity for housing and at a higher density than its current density under the General Plan. This is consistent with Policy H-1.3.*

3. The subject property is suitable for the uses permitted in the R-3 and C-3 zones in terms of access, size of parcel, relationship to similar or related uses, for the following reason:

a. *The project site is able to meet the development standards required by the R-3 and C-3 zones, which is demonstrated by the project's conditional use permit (CUP2020-0001) application for the residential plan proposed in the R-3 zone and the precise plan (PP2020-0005) application for the commercial plan proposed in the C-3 zone. The project site also has adequate access from Foothill Parkway.*

4. The proposed change of zone is necessary and proper at this time, and is not likely to be detrimental to the adjacent property or residents for the following reasons:

a. *The project as proposed by the development applications being processed in conjunction with the change of zone request demonstrates the change of zone is necessary at this time to complete the entitlement for residential and commercial land uses on the project site.*

b. *Development occurring in the R-3 zone and C-3 zone is required to adhere to the development standards adopted by the Corona Municipal Code to ensure development is*

*orderly and that the necessary infrastructure is in place to support the land uses allowed by the zoning.*

5. The proposed change of zone is in the interest of the public health, safety, necessity, convenience and general welfare and in accordance with good zoning practice for the following reason:

   a. *The proposed zoning designations are consistent with several goals and policies of the City's General Plan, which is used as the foundation in making land use decisions.*

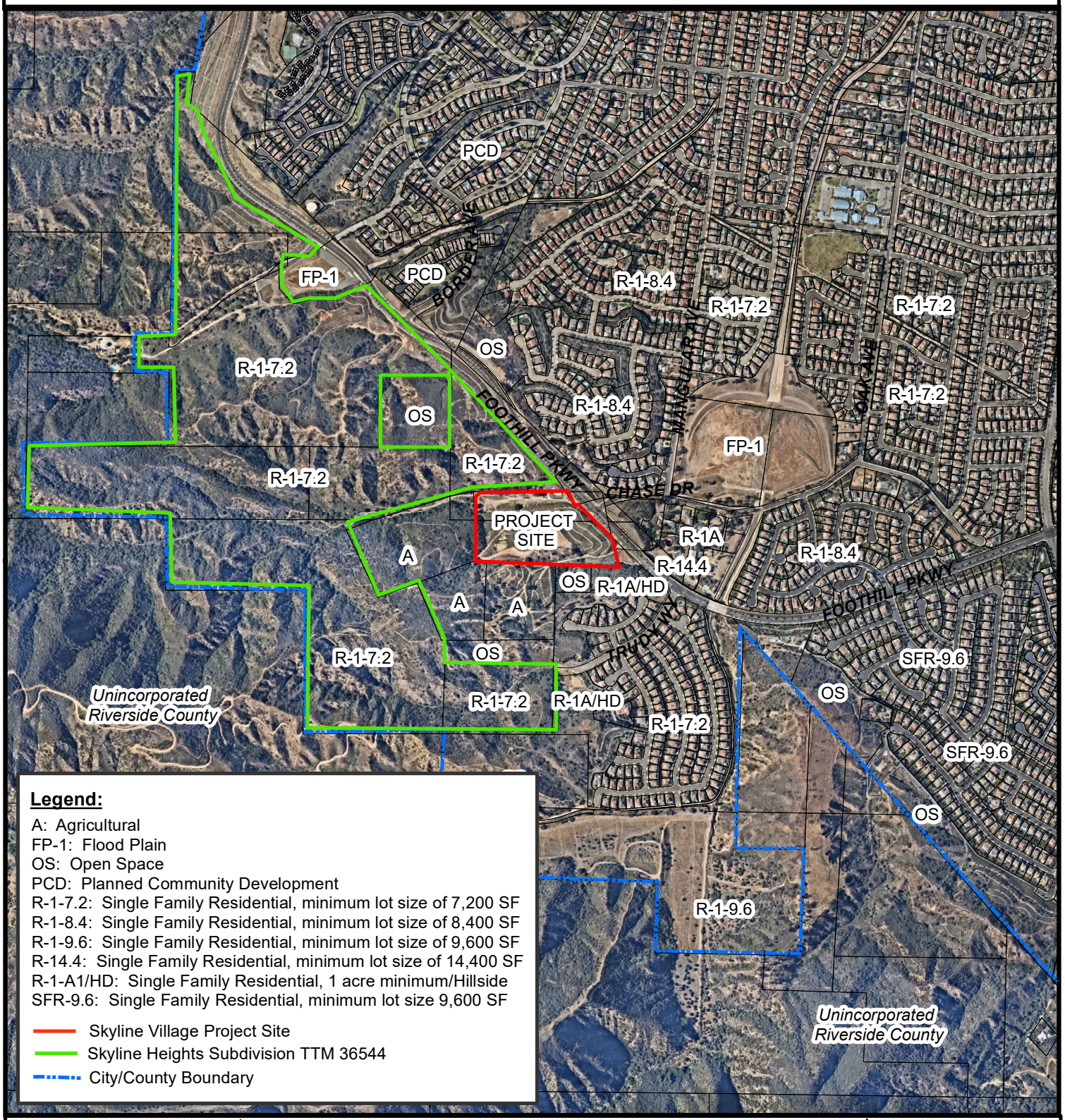
**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Locational and Zoning Map
2. Proposed Change of Zone
3. Proposed General Plan Land Use Plan
4. Conditions of Approval
5. Environmental Documentation
6. Legal Description of the Change of Zone Project Site

# LOCATIONAL & ZONING MAP




**Legend:**

A: Agricultural
FP-1: Flood Plain
OS: Open Space
PCD: Planned Community Development
R-1-7.2: Single Family Residential, minimum lot size of 7,200 SF
R-1-8.4: Single Family Residential, minimum lot size of 8,400 SF
R-1-9.6: Single Family Residential, minimum lot size of 9,600 SF
R-14.4: Single Family Residential, minimum lot size of 14,400 SF
R-1-A1/HD: Single Family Residential, 1 acre minimum/Hillside
SFR-9.6: Single Family Residential, minimum lot size 9,600 SF

Skyline Village Project Site
Skyline Heights Subdivision TTM 36544
City/County Boundary

Date: 06/30/2021

GPA2020-0003, CZ2020-0002, TTM37691, PP2020-0005, & CUP2020-0001

N W E S

EXHIBIT 1

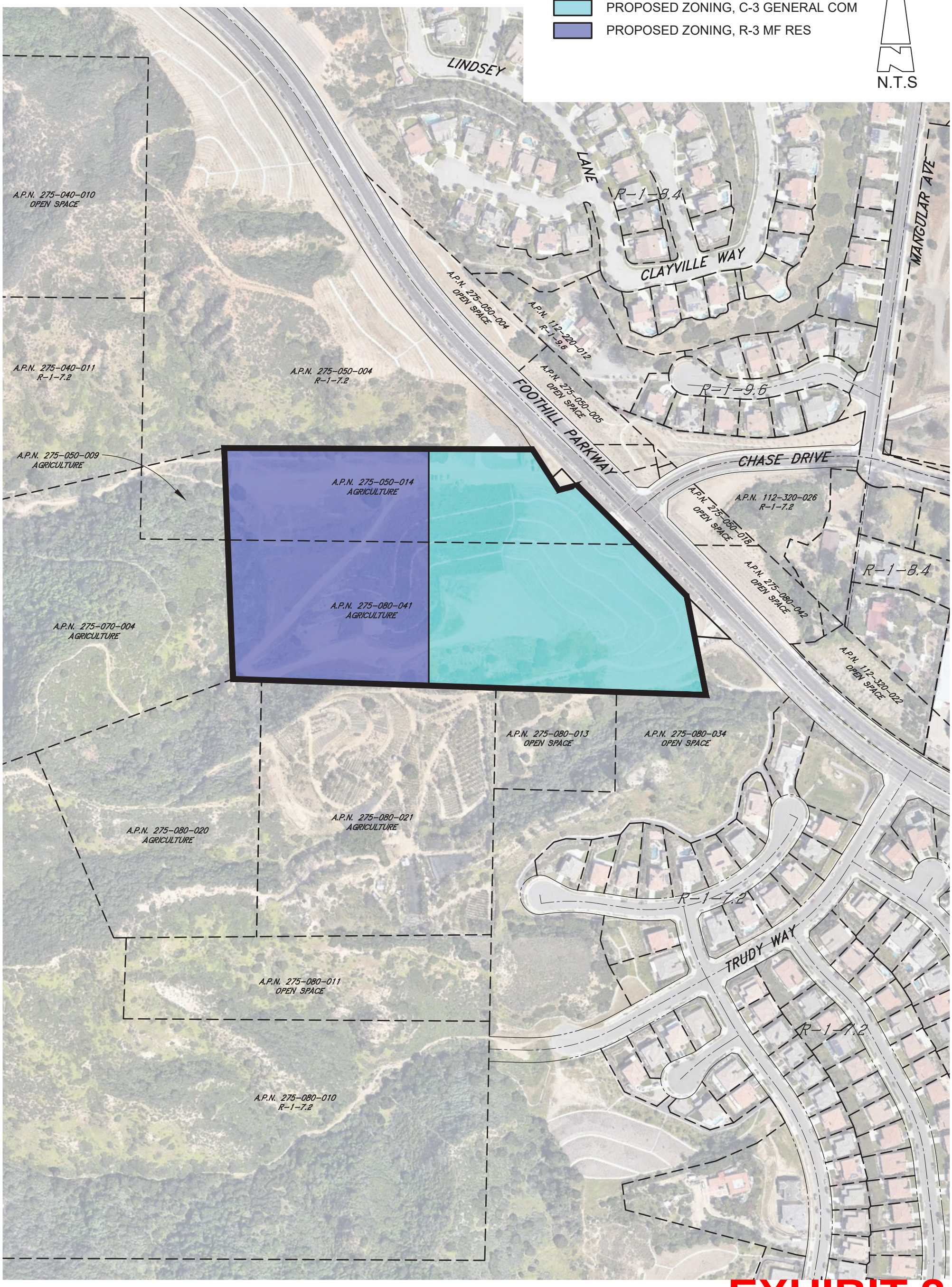



EXHIBIT 2

**SKYLINE VILLAGE**
CHANGE OF ZONE EXHIBIT

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA. 92881-3370 • 951-734-2130

SHEET 1 OF 1

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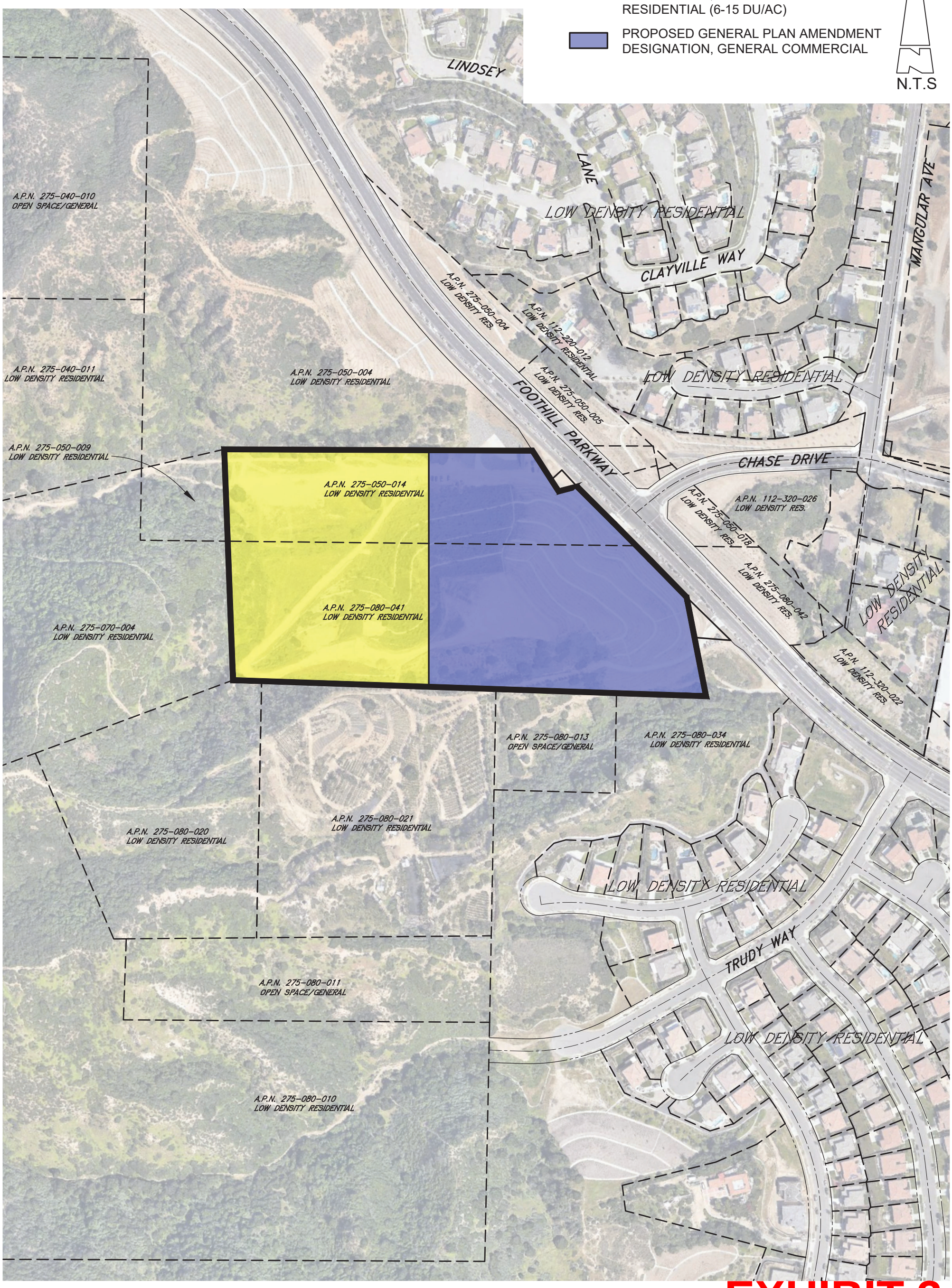


EXHIBIT 3

**SKYLINE VILLAGE**

**GENERAL PLAN AMENDMENT EXHIBIT**

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA. 92881-3370 • 951-734-2130

SHEET 1 OF 1

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# Project Conditions
## City of Corona

**Project Number: CZ2020-0002**

Description: **CHANGE OF ZONE FROM LDR TO GC AND MFR (MIXED USE)**

Applied: **10/2/2020**

Approved:

Site Address: **FOOTILL PARKWAY & CHASE DR CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant:

,

Parent Project: **DPR2020-0008**

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **PLANNING** | |

1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
2. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration for the Skyline Village project.
3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.

**EXHIBIT 4**

# *CITY OF CORONA*
# *MITIGATED NEGATIVE DECLARATION*

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2020-0003:** General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**CZ2020-0002:** Change of Zone application to change the zoning on 17.02 acres from A (Agricultural) to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**TTM 37691:** Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**PP2020-0005:** Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**CUP2020-0001:** Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk:

_____

**EXHIBIT 5**

# CITY OF CORONA
# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
# FOR THE
# SKYLINE VILLAGE MIXED-USED PROJECT

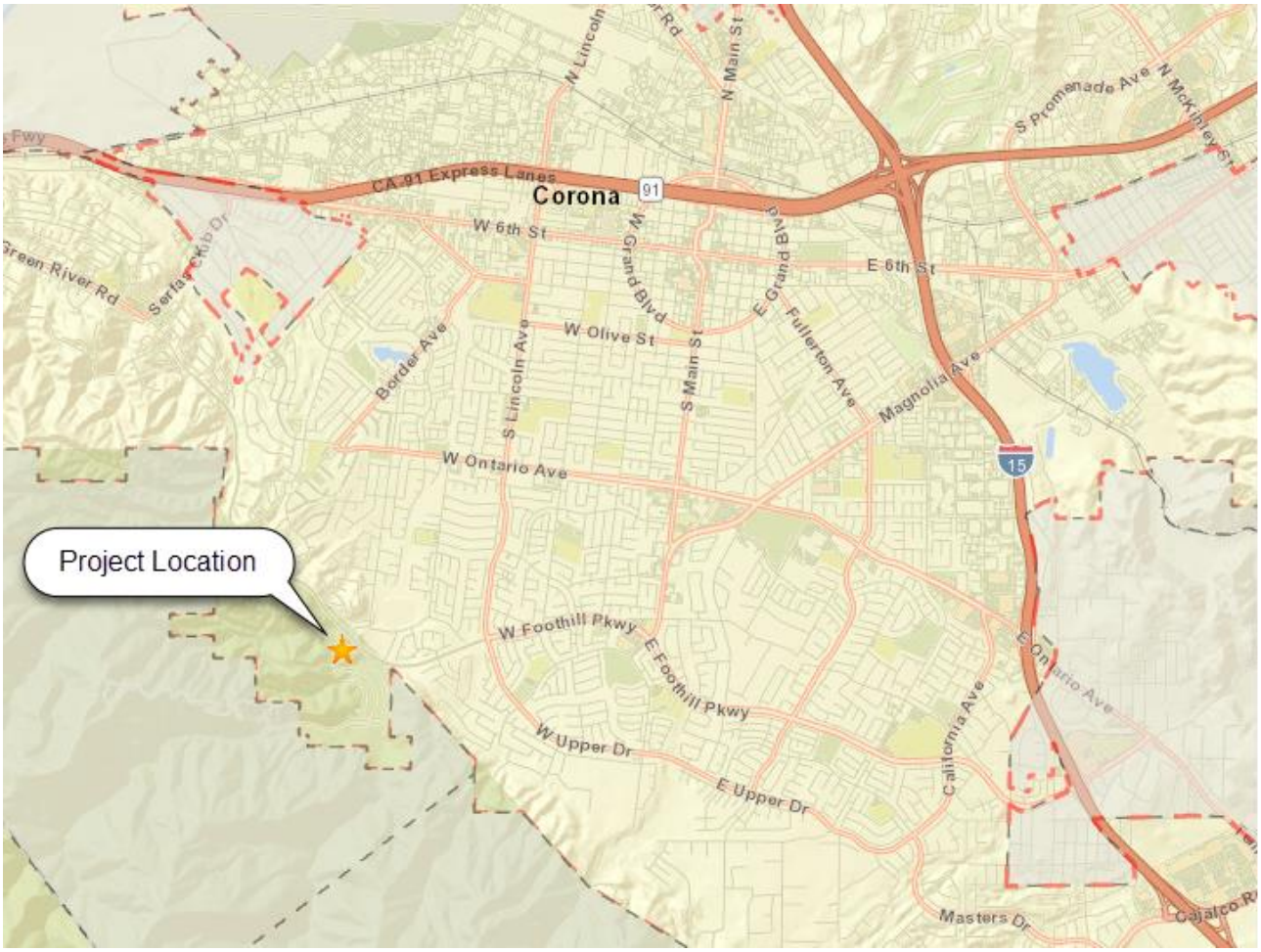
**PROJECT TITLE:** Skyline Village

- General Plan Amendment 2020-0003 (GPA2020-0003)
- Change of Zone 2020-0002 (CZ2020-0002)
- Tentative Tract Map 37691 (TTM 37691)
- Precise Plan 2020-0005 (PP2020-0005)
- Conditional Use Permit 2020-0001 (CUP2020-0001)

**PROJECT LOCATION:** North of Trudy Way, southwest of Foothill Parkway and Chase Drive, in the City of Corona, County of Riverside (APNs 275-050-014 and 275-080-041)

**PROJECT PROPONENT:** Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

**PROJECT MAPS:**



**PROJECT DESCRIPTION:** The project is a commercial and residential horizontal mixed-use development proposed on 17.02 acres generally located near the southwesterly limits of the City of Corona. The project site is comprised of two vacant parcels (APNs 275-050-014 and 275-080-041), which are located on the southwest side of Foothill Parkway at Chase Drive. The project proposes to construct a gated residential condominium development consisting of 78 dwelling units on the west half of the project site over 8.07 acres. The condominium complex includes three story attached units, a 1,400 square foot pool/recreation building, parking, and private amenities. The commercial portion will occupy the east half of the project site over 8.95 acres and includes 25,715 square feet of commercial/retail and food space.

The project requires the construction of two retaining walls that are necessary in order to create level pads for the development. One wall is located along the site's north perimeter and ranges from approximately four (4) feet to thirty (30) feet in height. The second retaining wall is located along the southwesterly perimeter of the site and ranges from approximately three (3) feet to twenty (20) feet in height.

The project will have vehicular access from Foothill Parkway via an easement that is designed as a 54-foot wide private road. The private road will be aligned with Chase Drive to create a four-way signalized intersection.

The current zoning of the project site is Agricultural, which permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. Per the City of Corona 2020-2040 General Plan, the general plan designation of the project site LDR (Low Density Residential), which permits residential density ranging from 3-6 dwelling units per acre (du/ac). The project requires a change of zone and a general plan amendment to allow for multi-family residential and commercial uses on the project site. The proposed zoning is R-3 (Multiple Family Residential) for the residential portion (8.07 acres) and C-3 (General Commercial) for the commercial portion (8.98 acres). The proposed general plan designation is MDR (Medium Density Residential), which permits residential density ranging from 6-15 du/ac. The residential development results in a density of 9.6 du/ac, which falls within the MDR's density

range of 6-15 du/ac.

The project also includes the subdivision of the project site into two parcels. Proposed Lot 1 is 8.95 acres and will be occupied by the commercial development. Proposed Lot 2 is 8.07 acres and will be occupied by the 78 residential units. The residential development requires a Conditional Use Permit per the R-3 zone, and the commercial development requires a Precise Plan per the C-3 zone. The project will be developed in one phase. The following summarizes the entitlements that are being requested by the applicant.

- **GPA2020-0003:** GPA2020-0003 is a General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres,

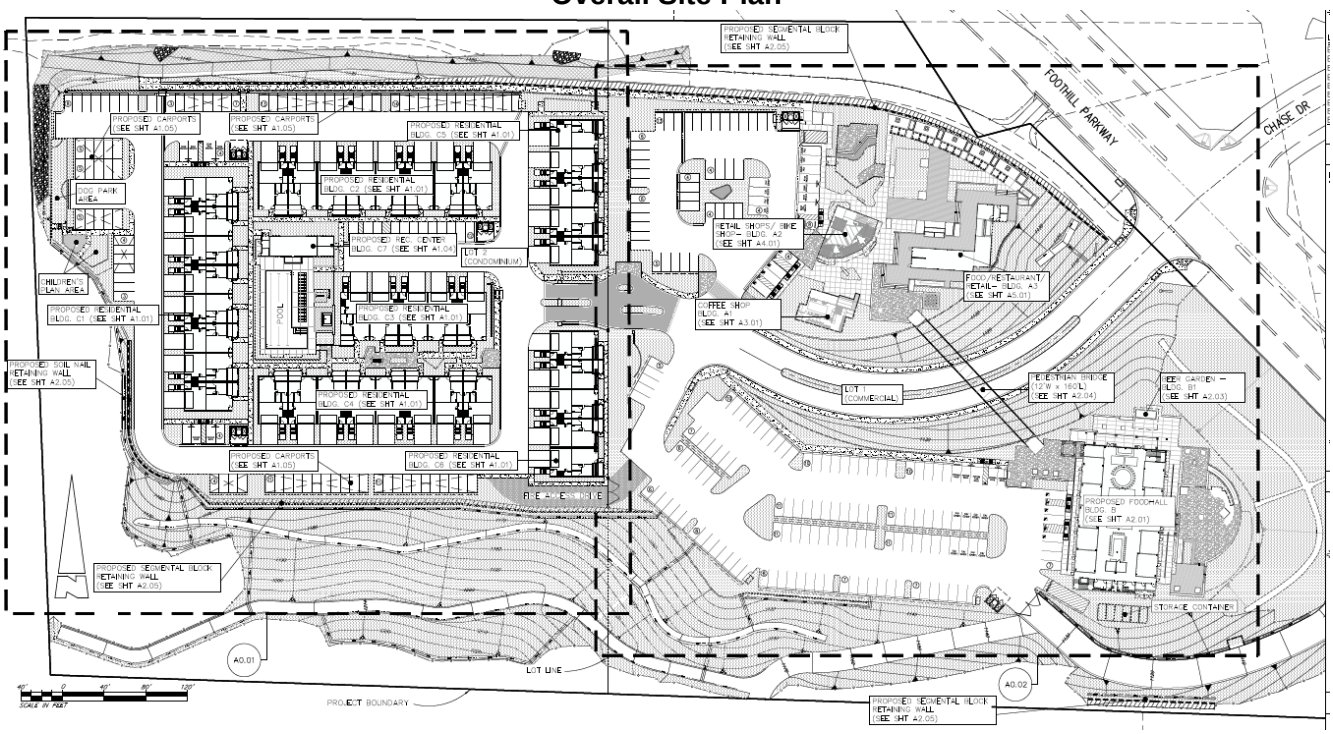
- **CZ2020-0002:** CZ2020-0002 is a Change of Zone application to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **TTM 37691:** TTM 37691 is a Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone.

- **PP2020-0005:** PP2020-0005 is a Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone.

- **CUP2020-0001:** CUP2020-0001 is a Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone.

**Overall Site Plan**




Residential (8.07 acres) Commercial (8.95 acres)

**ENVIRONMENTAL SETTING:**

**Site Description:** The project site is located within the foothills of the Cleveland National Forest and has frontage on Foothill Parkway. The project site is currently vacant and has a graded ridgetop that is approximately 1,255 feet above mean sea level (msl) and an approximately 130-foot high slope with associated terrace drains bordering the graded ridgetop. A paved path leads onto the site from Foothill Parkway, which transitions to a dirt path near the northern perimeter of the site. A second paved access road is located along the southerly perimeter, which leads from Foothill Parkway to the neighboring property to the south. A drainage inlet is located at the northeasterly corner of the site. The site is covered by annual weeds, trees, shrubs, and debris. The current improvements on the site were established in approximately 1985.

**Site Surroundings**: The project site is surrounded by the Cleveland National Forest to the west, a commercial plant nursery to the south, with a single family residential development located south of the nursery. Foothill Parkway borders the northeast perimeter of the project site. Located beyond Foothill Parkway to the north, east, and southeast of the project site are single family residential developments.

**GENERAL PLAN \ ZONING:**

**General Plan:** The current general plan designation of the project site is LDR, which permits a residential density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the general plan land use map to change 8.07 acres of the project site to MDR, which permits a residential density ranging from 6-15 du/ac. The residential development that is being proposed on the project site yields a density of 9.6 du/ac, which falls within the MDR's density range of 6-15 du/ac. Additionally, 8.95 acres is being amended to General Commercial to accommodate the commercial uses planned on the site.

**Zoning:** The current zoning of the project site is A (Agricultural), which primarily permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 (Multiple Family Residential) to allow for the development of residential condominiums. The remaining balance of 8.95 acres, which are located on the eastern half of the project site, would be changed to C-3 to allow for the development of commercial uses.

**STAFF RECOMMENDATION:**
The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ☐ Land Use Planning
- ☐ Population and Housing
- ☒ Geologic Problems
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☒ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance
- ☐ Energy
- ☐ Wildfire

Date Prepared: June 15, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951)279-3553

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (CDFG, USFWS, Redev. Projects)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ Other_____

**UTILITY DISTRIBUTION**

_____Southern California Edison

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Ontario, CA 91761

Southern California Edison
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA*

*Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| **1. LAND USE AND PLANNING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

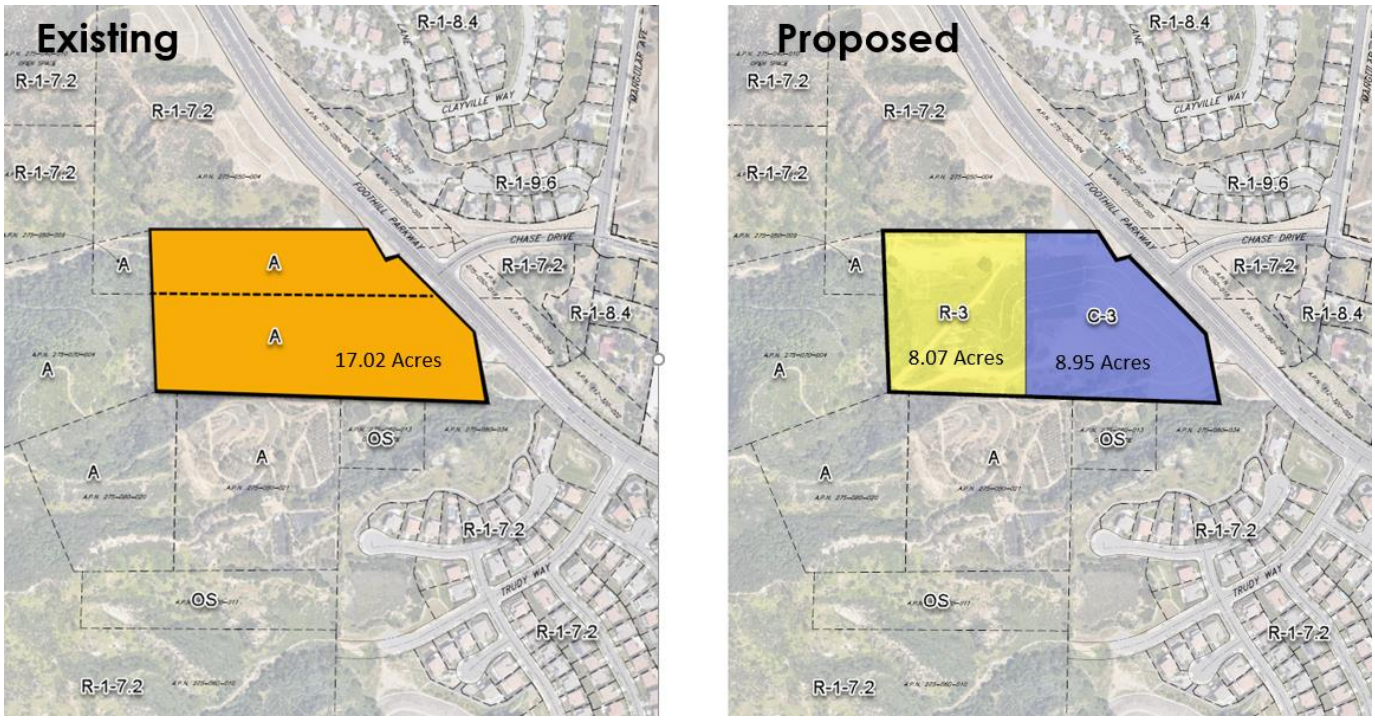
**Discussion:**

a. Per the City of Corona Zoning Map, the two parcels within the project site are currently zoned Agricultural, which permits primarily agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 to allow for the development of residential condominium homes. The remaining 8.95 acres located on the eastern half of the project site would be changed to C-3 to allow for the development of commercial uses. Refer to Figure 1.

Per the City of Corona 2020-2040 General Plan, the general plan designation of the two parcels is LDR, which permits residential development to occur at a density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the General Plan land use map to change the site's general plan designation to MDR, which permits a residential density ranging from 6-15 du/ac. The 78 residential units proposed on the western 8.07 acres of the project site would yield a density of 9.66 du/ac, which falls within the MDR's density range of 6-15 du/ac. Refer to Figure 2.

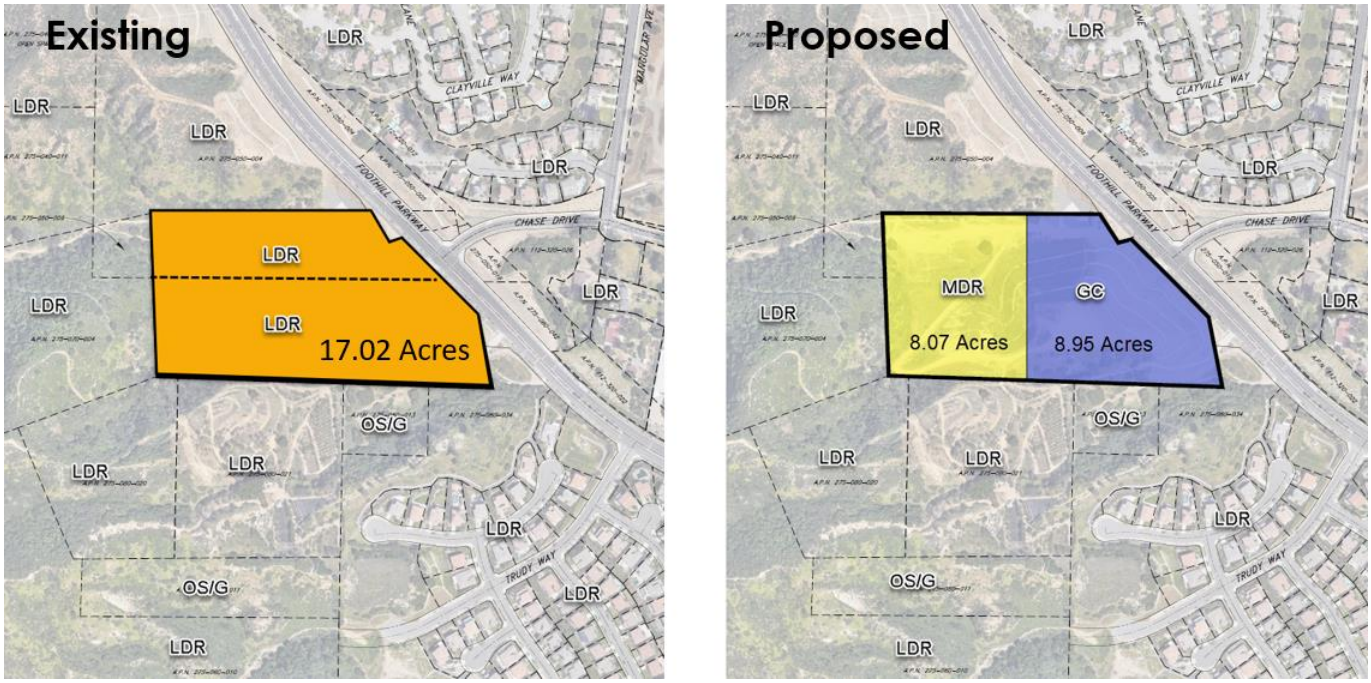
The project's proposed change of zone and general plan amendment applications would bring the project site's zoning and general plan designation into conformance with the land uses that are proposed for the project site. Therefore, the project would not conflict with the city's land use plans or policies. No impact would occur.

**Figure 1: Change of Zone Proposal**




Legend
A: Agricultural
OS: Open Space
C-3: General Commercial
R-1-7.2: Single Family Residential, 7,200 minimum lot size
R-1-8.4: Single Family Residential, 8,400 minimum lot size
R-1-9.6: Single Family Residential, 9,600 minimum lot size
R-3: Multiple Family Residential

**Figure 2: General Plan Amendment Proposal**




Legend
GC: General Commercial
LDR: Low Density Residential, 3-6 du/ac
MDR: Medium Density Residential, 6-15 du/ac
OS/G: Open Space/General

b. The surrounding land uses are primarily residential and open space. There is an agricultural use consisting of a commercial nursery located on property that borders the south side of the project site. Foothill Parkway and open space separate the project site from existing single family residential developments that are located to the north and east of the project site. The nursery and open space separate the project site from an existing single family residential development that is located southeast of the project site. Bordering the project site to the north is an undeveloped parcel that is part of an approved single family residential subdivision consisting of 292 lots on 291 acres (TTM 36544, Skyline Heights). The undeveloped parcel will remain as open space, as no dwellings are actually planned within this area. The 292 lots are located farther west of the project site. Bordering the west side of the project site are two undeveloped parcels that are currently zoned Agricultural. There is currently no approved or pending development on these two parcels. Any future development proposed on the two parcels would need to be analyzed and likely involve a change of zone and general plan amendment. Furthermore, the project footprint is significantly lower (by over 30 feet) in elevation than the two parcels to the west. This difference in elevation creates a physical buffer between the project site and any future development that may occur on the adjacent western parcels. No impact would occur.

c. As discussed under Section 1.b, the project site is surrounded by Foothill Parkway, natural hillsides, open space, and a nursery. Therefore, the project would not physically divide an established community, and no impact would occur.

| **2. POPULATION AND HOUSING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The existing LDR General Plan designation on the project site enables 3-6 du/ac. GPA2020-0003 proposes to change the General Plan designation to MDR, which would permit density ranging from 6-15 du/ac. The 78 residential units proposed on the project site would yield a density of 9.66 du/ac which would not exceed the maximum allowable density of 15 du/ac under the proposed MDR designation. Development of the 78 residential units would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for buildout year 2040 because

buildout of the City is not linked to a development timeline and is based on a reasonable worst-case buildout of the parcels in the City. Not all parcels will be developed by buildout Year 2040. Therefore, no impact would occur and no mitigation is required.

b. Development of the proposed project will not result in the displacement of substantial numbers of existing housing or people because both properties are currently vacant. Therefore, there would be no impacts and no mitigation is required.

| **3. GEOLOGIC PROBLEMS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☒ | ☐ | ☐ |
| b. Grading of more than 100 cubic yards | ☐ | ☒ | ☐ | ☐ |
| c. Grading in areas over 10% slope | ☐ | ☒ | ☐ | ☐ |
| d. Substantial erosion or loss of topsoil | ☐ | ☒ | ☐ | ☐ |
| e. Unstable soil conditions from grading | ☐ | ☒ | ☐ | ☐ |
| f. Expansive soils | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. LGC Consultants prepared a Geologic Fault Hazard Evaluation (dated July 16, 2020) and Geotechnical Investigation Report (dated July 16, 2020) for the project. Per the Geologic Fault Hazard Evaluation, a portion of the project site is located within an Alquist-Priolo Fault Zone and a Riverside County Earthquake Fault Zone for the Elsinore Fault. LGC conducted a field evaluation of the site and trenching in various locations within the site was done as part of the investigation. Faulting associated with the Tin Mine fault was located trending generally east-west through the site. However, no evidence of active faulting was observed in artificial fill soils overlying localized fault traces. Review of aerial imagery did not show geomorphic fault features associated with either splay of the Tin Mine fault transecting the site. With the absence of Holocene aged topsoil, LGC Consultants could not concluded that the fault is inactive or potentially active. However, with no lineaments observed that could indicate potential activity, LGC Consultants concluded that the Tin Mine fault is not active. Based on their evaluation and previous trenching, no structural setback zones were recommended for this fault. Furthermore, LGC did not identify any landslides that would impact the site. The potential for liquefaction is not considered a possibility.

The project will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the project is required to comply with the engineering recommendations in the Updated Geologic Fault Hazard Evaluation and the Geotechnical Investigation Report. Compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. **[MM 3-A]**

b. The project would involve grading of more than 100 cubic yards. According to the project's conceptual civil plans prepared by KWC Engineers, grading on the project site would cut approximately 545,900 cubic yards, while fill taking place would comprise of approximately 91,000 cubic yards. **MM 3-A** already requires the project applicant to comply with the engineering recommendations in the project's Geotechnical Investigation Report. This would reduce impacts to less than significant, and no further mitigation is warranted.

c. Grading would occur in areas over 10% slope. However, compliance with **MM 3-A** would reduce impacts related to this issue to less than significant. Therefore, no further mitigation is warranted.

d. Inclement weather may cause rapid erosion during mass grading and/or construction. LGC recommends that proper erosion and drainage control measures should be taken during periods of inclement weather in accordance with City of Corona, Riverside County, and California State requirements. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the applicant is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to erosion to less than significant. No further mitigation is required.

e. Any proposed fill slopes constructed at a 2:1 horizontal to vertical (h:v) orientation or flatter should be grossly stable. Portions of any proposed cut slopes may expose low-density, compacted artificial fill as well as significant layers of relatively non-cohesive alluvium deposits which will likely require stabilization by over-excavation and replacement with compacted fill. LGC recommends that during the grading plan review stages, a detailed slope stability investigation and analysis be required to evaluate the stability and buttress design for the 75 ± foot high north facing cut slope along the southern property line. This recommendation is part of the engineering recommendations in the Geotechnical

Investigation Report, which the project is required to comply with. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

f. Results of preliminary laboratory tests conducted by LGC indicate that the onsite soil materials exhibit expansion potentials of VERY LOW in accordance with 2019 CBC, Chapter 18. LCG recommends that expansive soil conditions at the near surface finish grade soil should be evaluated and tested for individual building pads on a pad-by-pad basis during and at the completion of rough grading to verify and/or modify the anticipated conditions. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the project is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

**Mitigation Measures:**

**MM 3-A** Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020).

| **4. HYDROLOGY AND WATER QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☒ | ☐ |
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. A preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared for the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basin throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

b. Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

c. A Preliminary Hydrology Report was prepared by KWC Engineers, dated December 2020, to evaluate potential effects of runoff for the proposed project. The proposed project will not significantly alter drainage patterns on the site. The project

will add approximately 8 acres of impervious area, which is about 46% of the total site area in the form of rooftops, driveways, sidewalks, paved areas, and streets. The project is designed so that stormwater runoff will be collected within several catch basins proposed on-site before the runoff is released appropriately into the city's storm drain system.

The project proposes to generally maintain the existing drainage boundaries in the proposed condition. There are four (4) drainage areas in the proposed conditions.

- **Area A** – In the existing condition, Area A drains in a northeasterly and easterly direction towards Kroonen Channel to an inlet and storm drain system at Foothill Parkway. In the proposed condition, the site would be graded to maintain consistency with the existing drainage course.

- **Area B** – In the existing condition, there is a small area of street and manufactured slope runoff that drains to existing inlets at Foothill Parkway and Chase Drive and conveyed downstream in a storm drain system. In the proposed condition, the same drainage area is collected in new catch basins that are proposed for the project and conveyed downstream in the same storm drain system.

- **Area C** – In the existing conditions, there is a small area of street and manufactured slope runoff that drains southerly to an existing catch basin in Foothill Parkway located just south of the project site and conveyed downstream in a storm drain system.

- **Area D** – Drainage Area D is tributary to an existing natural canyon south of the project site in both the existing and proposed condition. This canyon drains to an existing debris basin and inlet located at the southeast corner of the project site where it is collected and conveyed downstream in an existing storm drainpipe.

In comparison between the Existing and Proposed drainage patterns, Drainage Areas B, C, and D will have peak flows that are less than the peak flows in the existing condition. Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. Overall, the project's design will result in the appropriate collection and conveyance of stormwater to ensure that the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage patterns would be less than significant and no mitigation is required.

**Table 4-A: Existing and Proposed Flow Rates**

| Area | Existing Area (ac) | Proposed Area (ac) |
|---|---|---|
| A | 30.80 | 33.11 |
| B | 3.01 | 2.90 |
| C | 4.73 | 2.79 |
| D | 16.53 | 16.34 |
| Total | 55.07 | 55.14 |

**Table 4-B: Peak Flow Comparison**

| Drainage Area | Existing $Q_{10}$ (cfs) | Proposed $Q_{10}$ (cfs) | $Q_{10}$ % Change | Existing $Q_{100}$ (cfs) | Proposed $Q_{100}$ (cfs) | $Q_{100}$ % Change |
|---|---|---|---|---|---|---|
| A | 472.50 | 476.63 | 0.88% | 766.90 | 773.45 | 0.85% |
| B | 6.44 | 3.55 | -44.88% | 10.04 | 5.50 | -45.22% |
| C | 8.14 | 5.17 | -36.49% | 12.71 | 8.14 | -35.96% |
| D | 30.37 | 30.05 | -1.05% | 48.38 | 49.08 | 1.45% |

d. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

e. Per the Geotechnical Investigation report, the presence of groundwater is approximately 23 miles away from the general site area at approximately 198 feet below the existing ground surface. Therefore, development of the project site would not impact groundwater quality and no mitigation is warranted. See Sections 4.a and 4.c. for discussions regarding the project's impacts to surface water quality.

f. See discussions under Section 4.d

g. See discussions under Section 4.d.

h. As discussed under Section 4.c, the project is designed to ensure that the runoff generated by the project can be intercepted and conveyed to the existing off-site storm drain system in a safe and nondestructive manner, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the development of the project site would not result in exceeding the capacity of the city's storm drain system and no mitigation is warranted.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☒ | ☐ |
| b. Violate air quality standard | ☐ | ☒ | ☐ | ☐ |
| c. Net increase of any criteria pollutant | ☐ | ☒ | ☐ | ☐ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

An Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021) was prepared for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

b. See discussion under Section 5.c.

c. The Air Quality & Greenhouse Gas Impact Study analyzed short-term (construction) and long-term (operation) air impacts associated with the proposed project. The following discusses the proposed impacts.

<u>Short-term Impacts</u>
Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 18 months. The project is expected to be fully operational by the year 2022. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. The project is expected to haul a total of 400,000 cubic yards of earth work off-site during the grading phase. Construction equipment would include excavators, graders, dozers, scrapers, tractors, an water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of VOC, CO, $NO_X$, $SO_2$, $PM_{10}$, and $PM_{2.5}$. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, except for $NO_X$. In order to bring $NO_X$ emissions below SCAQMD's threshold for $NO_X$, the project

would need to implement **Mitigation Measures 5-A and 5-B [MM 5-A and MM 5-B]**. This includes the use of construction equipment with Tier 4 low emission engines and limiting the amount of materials that are being hauled off-site to 200 truckloads per day or less. With implementation of MM-2 and MM-3, daily $NO_X$ emissions would be reduced below SCAQMD thresholds. Refer to Table 5-B.

**Table 5-A: Project Short-term (Construction) Daily Emissions - Unmitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.97 | 40.55 | 21.82 | 0.04 | 9.16 | 5.73 |
| Grading | 12.82 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| Building Construction | 2.81 | 22.69 | 23.57 | 0.06 | 3.17 | 1.51 |
| Paving | 1.89 | 11.16 | 15.09 | 0.02 | 0.74 | 0.57 |
| Architectural Coating | 40.09 | 1.49 | 2.94 | 0.01 | 0.45 | 0.18 |
| Maximum[1] | 40.09 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **Yes** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-B: Project Short-term (Construction) Emissions - Mitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 0.55 | 2.07 | 21.53 | 0.04 | 7.17 | 3.92 |
| Grading | 2.90 | 90.89 | 46.93 | 0.37 | 10.29 | 3.65 |
| Building Construction | 1.24 | 7.50 | 24.46 | 0.06 | 2.25 | 0.65 |
| Paving | 1.07 | 1.25 | 17.81 | 0.02 | 0.21 | 0.08 |
| Architectural Coating | 39.92 | 0.21 | 2.96 | 0.01 | 0.37 | 0.10 |
| Maximum[1] | 39.92 | 90.89 | 46.93 | 0.37 | 10.29 | 3.92 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

<u>Long-term Impacts</u>
Long-term operational activities associated with the proposed project will result in emissions of VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
- Energy source emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, and appliances, and electronics)

As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Therefore, this would be less than significant, and no mitigation is required.

**Table 5-C: Project Long-term (Operation) Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile Sources | 7.37 | 14.82 | 66.12 | 0.20 | 18.91 | 5.11 |
| Energy Sources | 0.14 | 1.27 | 0.88 | 0.01 | 0.10 | 0.10 |
| Area Sources | 2.70 | 1.17 | 6.91 | 0.01 | 0.12 | 0.12 |
| **Total** | 10.21 | 17.26 | 73.92 | 0.22 | 19.14 | 5.34 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

d. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences located south of the project site and across Foothill Parkway to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source only). LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology to assist lead agencies in analyzing localized air impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 22, Norco/Corona.

Tables 5-D and 5-E illustrate the project's construction and operational related localized emissions and compares the results to SCAQMD LST thresholds. The emissions in both tables will be below the SCAQMD thresholds. However, the results assume that the project would be complying with all standard SCAQMD rules and requirements with regard to fugitive dust control. For reference, the applicable fugitive dust control measures are listed below. These are design features, which the project is required to comply with and are included in the project conditions of approval for PP2020-0005 and CUP2020-0001. With implementation of the dust suppression techniques, the project's construction and operational impacts to localized air resources would be less than significant.

Construction Design Features:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
14. Construction equipment shall be maintained in proper tune.

15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
16. Minimize the simultaneous operation of multiple construction equipment units.
17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

**Table 5-D: Localized Construction Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| On-site Emissions | 46.40 | 30.88 | 8.95 | 5.68 |
| SCAQMD Construction Threshold[2] | 235.2 | 1,461.2 | 10.0 | 6.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-22, Corona Valley, 4-acre site, receptor distance 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-E: Localized Operational Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | NOx (lbs/day) | CO (lbs/day) | $PM_{10}$ (lbs/day) | $PM_{2.5}$ (lbs/day) |
| On-site Emissions[1] | 3.19 | 11.10 | 1.2 | 0.5 |
| SCAQMD Operation Threshold[2] | 235.2 | 1,461.2 | 2.6 | 1.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 22, Corona Valley disturbance area of 4-acre and receptor distance of 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021

e. It is not expected for the development to include any use or activities that would result in potentially significant odor impacts for the long-term as the uses are residential and general commercial. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

**Mitigation Measures**

**MM 5-A** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

**MM 5-B** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less.

| 6. TRANSPORTATION/TRAFFIC: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 feet to 113 feet. The street is currently improved with 78 feet of paved roadway width. The southwesterly side of Foothill Parkway adjacent to the project site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widen by an additional two (2) feet to accommodate a new dedicated right-turn lane to allow for right turns from Foothill Parkway into the project entrance, which is designed to be a private street. The two-foot roadway widening will occur within the existing 112-foot right-of-way width. No additional dedication, widenings or improvements are required. Therefore, the project would not conflict with the city's applicable traffic plans, ordinance, or policies related to the performance of the city's circulations system, and no mitigation is warranted.

b. RK Engineering Group prepared a Traffic Impact Study for the project (dated June 9, 2021) that reviewed the project's potential impacts to VMT and roadway network operations (level of service) in the study area.

The project is located southwest of Foothill Parkway at Chase Drive in the City of Corona. The project as proposed will be constructed in a single phase and is planned to open in 2022. Access for the proposed project is planned to be provided via one (1) signalized driveway along Foothill Parkway, at the existing intersection with Chase Drive. A dedicated right-turn lane from Foothill Parkway onto Chase Drive will also be provided as part of the proposed project.

<u>VMT Assessment</u>

Section 15064.3 of the State CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. The City of Corona's Local Guidelines for Implementing CEQA incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared by Fehr & Peers dated January 11, 2019, which establishes the methodologies for analyzing VMT and defines thresholds of significance related to potential VMT impacts for the City of Corona. Under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** A project should be considered to have a significant impact if the project generates total daily VMT per Service Population (VMT/SP) above the existing total daily VMT/SP average for the City.
- **Cumulative Effect on VMT:** A cumulative impact would occur if the project results in a negative effect on VMT/SP at the Citywide level. The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's current established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP.
- 2040 Buildout Year – 32.6 VMT/SP.

**Project Screening:** The City of Corona VMT Analysis Guidelines state that the thresholds and methodology should be used in conjunction with the *Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018)*. The OPR advisory exempts local serving retail projects of up to 50,000 square feet or up to 10,000 square feet of office

space. The Technical Advisory further recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold.

The project includes 78 residential condominiums, 4,620 square feet of General Office, and 21,285 square feet of local service retail. The retail and office components of the project are within the size limits to be screened from further VMT assessment under the presumption that they will result in a less-than-significant impact. Since the office and retail components screen out, the VMT analysis for the project focuses on the VMT from the residential portion of the project, which is the dominate use.

**Analysis Methodology:** The Corona General Plan Model (CGPM) was utilized to prepare VMT estimates for baseline and future conditions. The project land use was added to the model by converting the land uses to socio-economic data using conversion factors from the SCAG Employment Density Report. Household characteristics were assumed to be consistent with neighboring Traffic Analysis Zones (TAZs) to the project. Baseline and Future model runs were conducted with and without the project coded. The following methodologies were utilized to prepare the VMT estimates:

- **Project Level VMT** was estimated for the project TAZ using the Origin-Destination (OD) Method which tracks the model final assignment total TAZ trips and full trip distance to and from the project TAZ. Project Level VMT was estimated using the base year (2017) model.
- **Cumulative Effect on VMT** was estimated using the Boundary Method, which uses the City border as the boundary and estimates the sums of all trips within the boundary and multiplies the trips by the roadway link length. Cumulative VMT was estimated using the future (2040) model.

**VMT Evaluation:**

- **Project Level VMT:** The project's VMT/SP is 25.9 miles, which is below the City's VMT/SP threshold of 30.2 miles for the base year. Therefore, the project is forecast to have a **less-than-significant impact** on baseline VMT.
- **Cumulative Effect on VMT:** Citywide daily VMT with the Project was estimated to be 2,297 miles less with the project which results in a positive effect on VMT. Therefore, the project is forecast to have a **less-than-significant impact** on cumulative VMT.

Level of Service (LOS) Analysis

Although the city's CEQA checklist no longer considers level of service (LOS) as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The following study locations were evaluated in the analysis due to their proximity to the project site:

Study Intersections:

1. Serfas Club Drive & Green River Road
2. Montana Ranch Road & Green River Road
3. Tanglewood Drive & Green River Road
4. Paseo Grande & Green River Road
5. Border Avenue & Green River Road
6. Chase Drive & Foothill Parkway
7. Lincoln Avenue & Foothill Parkway
8. Main Street & Foothill Parkway
9. Fullerton Avenue & Foothill Parkway

Study Roadway Segments:

1. Green River Road West of Serfas Club Drive
2. Serfas Club Drive North of Green River Road
3. Green River Road East of Serfas Club Drive
4. Montana Ranch Road South of Green River Road
5. Green River Road East of Montana Ranch Road
6. Tanglewood Drive North of Green River Road
7. Tanglewood Drive South of Green River Road
8. Green River Road East of Tanglewood Drive
9. Paseo Grande North of Foothill Parkway
10. Foothill Parkway East of Paseo Grande
11. Border Avenue North of Foothill Parkway
12. Foothill Parkway East of Border Avenue
13. Chase Driveway North of Foothill Parkway

14. Chase Driveway – Project Access South of Foothill Parkway
15. Foothill Parkway East of Chase Drive
16. Lincoln Avenue North of Foothill Parkway
17. Lincoln Avenue South of Foothill Parkway
18. Foothill Parkway East of Lincoln Avenue
19. Main Street North of Foothill Parkway
20. Main Street South of Foothill Parkway
21. Foothill Parkway East of Main Street
22. Fullerton Avenue North of Foothill Parkway
23. Fullerton Avenue South of Foothill Parkway
24. Foothill Parkway East of Fullerton Avenue

The TIA evaluated traffic conditions under the following scenarios:

- Existing (2021) Conditions
- Existing (2021) Plus Project Conditions
- Project Opening Year (2022) with Background Traffic Conditions
- Project Opening Year (2022) with Background Traffic and Proposed Project Conditions

A dedicated right-turn lane from westbound Foothill Parkway onto Chase Drive will be provided as part of the proposed project and is assumed in the Existing Plus Project and Opening Year Plus Project Conditions. Per the TIA, all study area intersections operate at an acceptable LOS (LOS D or better) during the peak hours and are forecast to operate at an acceptable LOS with the project for all scenarios. All study roadway segments operate at an acceptable LOS (LOS C or better) and are forecast to operate at an acceptable LOS with the project for all scenarios.

c. See discussions under 6.b.

d. See discussions under 6.b.

e. The nearest airport is the Corona Municipal Airport, which is located approximately 3.40 miles north of the project site. The project site is not located within the Riverside County Airport Land Use Compatibility Plan for the Corona Municipal Airport, and therefore, the development would not be subject to certain development restrictions or policies established by the Airport Land Use Plan. Also, the zoning of the project site would restrict all future residential and commercial buildings to a maximum height of 40 feet. Because of the project site's distance from the airport and the maximum allowable height of the buildings, the project would not impact air operations, nor would it cause change to air traffic patterns. Therefore, no impact related to this issue would occur.

f. The design of the project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.

g. The project design has been reviewed for approval by the city's Fire Department for emergency access; therefore, no impacts are expected.

h. See discussions under Sections 6.a, b, c, d, and e.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☒ | ☐ | ☐ |
| b. Riparian habitat or sensitive natural community | ☐ | ☒ | ☐ | ☐ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☒ | ☐ | ☐ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☒ | ☐ | ☐ |
| f. Conflicts with any habitat conservation plan | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

A Western Riverside County Multiple Species Habitat Conservation Consistency Analysis was prepared by Searl Biological Services (SBS), dated December 17, 2020. The purpose of the study was to show that the project is in compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to address any potential impacts to biological resources. The following discussions are based on the findings of the study.

a. In its present condition, the project site is covered by various types of vegetation including coast live oak woodland (0.02 acres), coastal sage scrub (2.13 acres), coastal sage scrub/ruderal (8.64 acres), ornamental landscaping (0.22 acres), and ruderal (5.56 acres). Refer to Figure 3.

**Figure 3: Vegetation Communities**

Source: Searl Biological Resources

The project site is not located within an MSCHP Subunit or Criteria/Cell/Cell Group. Therefore, no Reserve Assembly Analysis is required. The nearest Criteria Cell is located approximately 1.61 miles northwest of the project site. The project site is not located within a designated assessment area for Narrow Endemic Plant Species, a designated assessment area for Criteria Area Plant Species, or a designated area for amphibians. The property is not located in an area with Delhi sands. No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. Coulters matilija poppy was present within an existing blueline stream that was identified on the northern portion of the site (Feature A of Figure 4). However, the project will avoid impacts to the blueline stream and the Coulter's matilija poppy, as no construction is proposed within the blueline stream.

The project site is located within an assessment area for the Burrowing Owl (BUOW), which is a priority 2 California Species of Special Concern (SSC) and is a covered species under the MSHCP. The BUOW breeding season is typically March through August with peak breeding activity occurring in April and May. Habitat assessments for BUOW were conducted by SBS in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006) (BUOW Survey Instructions). Surveys were conducted on July 17, July 31, August 21, August 31, and November 21, 2019. No burrowing owls or evidence of suitable habitat for the burrowing owl were found on site. Although there were no burrowing owls found, the project is required to conduct a 30-day pre-construction survey for the burrowing owl prior to ground disturbance. This would ensure that there is no accidental taking of any burrowing owls during grading and construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-A]**

Two (2) costal live oaks were found within the project site and are proposed for removal. Native oak trees are not specifically addressed in the MSHCP; however, the 2020-2040 General Plan states in Goal ER-8.5: "Conserve the oak tree resources in the city to the extent feasible." Leaving the two isolated oak trees in the place is not feasible for the project because they interfere with the project's on-site design. Therefore, the project applicant will have the trees removed; however, the applicant will be replacing the two trees with twelve (12) 60-inch box sized okay trees on the project site. A condition of approval regarding the oak tree replacement is placed on the associated project applications CUP2020-0001 and PP2020-0005. If tree removal or grading activities occur during the bird breeding season (February 1 through August 31), a pre-construction bird nesting survey would need to be conducted. Ground disturbing construction activities could directly affect birds protected by the Migratory Bird Treaty Act and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. The submittal of a pre-construction bird nesting survey would reduce impacts to less than significant. **[MM 7-B]**

b. Section 6.1.2 of the MSHCP requires new developments to undergo an assessment for riparian/riverine habitat, vernal pools, fair shrimp, and the following riparian bird species: Least Bell's Vireo, Southwestern Willow Flycatcher, and Yellow-billed Cuckoo. If the assessment identifies suitable habitat for any of these species and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures would need to be implemented in accordance with the MSHCP.

SBS conducted an assessment of the project site per the procedures under Section 6.1.2. SBS also conducted an office review and analysis of the Corona South 7.5 Minute USGS California Quadrangle, historic aerial photography from Historic Aerials online and Google Earth, the U. S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Also, SBS conducts a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data to determine if the three-targeted fairy shrimp and/or three-targeted bird species listed above in Section 5.0 have been reported to occur within five miles of the subject property.

Based on the results of the assessment, the following were identified:

- A USGS blueline stream is present along the northern portion of the property. The blueline stream is designated as Feature A on Figure 4.
- A small ephemeral drainage feature was present in the southeastern portion of the property. This is designated as Feature B on Figure 4.
- A detention basin was present offsite near the southeastern corner of the property. This is designated as Feature C on Figure 4.

**Table 7-B: Potential Riparian/Riverine Areas Results**

| FEATURE ID | ASSESSMENT AREA ACRES | PROPERTY ACRES | ONSITE PROJECT ACRES | OFFSITE PROJECT AREAS |
|---|---|---|---|---|
| A | 2.37 | 0.49 | 0 | 0 |
| B | 0.05 | 0.002 | 0 | 0 |
| C | 0.11 | 0 | 0 | 0 |
| **TOTAL** | **2.53** | **0.492** | **0** | **0** |

Source: Searl Biological Resources

**Feature A** is an alluvial wash that receives and conveys flow during storm events, flowing from west to east. It was designated a USGS-perennial stream (i.e. solid blueline on a USGS map); however, the wash is ephemeral in nature. Flow from Feature A was conveyed offsite through an underground culvert to Oak Street Reservoir. During high yield rain events or prolonged storms, flow from the Oak Street Reservoir is tributary to the Prado Dam within the Santa Ana River through a concrete flood control channel and underground culverts. Coulters matilija poppy, a species covered under the MSHCP, was present within Feature A. The project will avoid impacts to Feature A and the Coulter's matilija poppy. According to the Western Riverside County Regional Conservation Authority, the Species-Specific Conservation Objective has been met for Coulter's majilija poppy. Therefore, no impacts are expected with respect to Coulter's matilija poppy. However, to ensure that there are no impacts to Feature A during construction, the project is required to have temporary fencing installed along the outskirts of Feature A to protect the area during construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-C]**

**Feature B** is located south of the project site. It is an upland ephemeral drainage that receives and conveys flow during storm events, flowing from southwest to northeast. It was not mapped as a blueline on the Corona South USGS quadrangle. The project is avoiding impacts to Feature B.

**Feature C** is a man-made created detention basin that was constructed in 2006 in association with the Orchard Glen residential community located southeast of the project site. The basin is maintained by the Orchard Glen HOA. The project is avoiding impacts to Feature C, which will be protected in place.

In summary, no direct or indirect impacts will occur to Features A, B, and C or Coulter's matilija poppy. Therefore, the project is consistent with Section 6.1.2 of the MSCHP. Also, through the Conditions of Approval for TTM 37691, the project applicant will be required to place a conservation easement, deed restriction, or other similar mechanism over the avoided areas of Features A and B that are located on the property. This would be consistent with Section 6.1.2, which states under the section *Avoidance and Minimization*:

*"If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term Conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanisms."*

Although the project will avoid Features A, B, and C, the project is required to comply with the best management practices (BMPs) listed under Sections 5.2.4, 9.0 and 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis to prevent direct and indirect impacts to these potential riparian/riverine areas. This would reduce impacts to less than significant. **[MM 7-D, 7-E, and 7-F]**

No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. No suitable habitat for riparian birds were present on the project site. Therefore, no impact would occur and no mitigation is warranted for vernal pools, fairy shrimp, or riparian birds.

**Figure 4: Potential Riparian/Riverine Areas Assessment Results**

Source: Searl Biological Resources

c. As discussed under Section 7.b, the project will avoid drainage Features A, B, and C. As such, the project would not result in impacts to state and federally protected jurisdictional features, including wetlands, and therefore, regulatory approvals from the Army Corps of Engineers, Regional Board, or California Department of Fish and Wildlife would not be required.

d. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to migrate between areas, breed, and forage. Due to the project site being disturbed by previous grading and improvements, its location by a highly traveled roadway, its proximity to residential developments, and human activities from hiking and biking activities which are known to occur through the property, the project site is not expected to be used as a corridor or linkage by wildlife that occur within and outside of the City of Corona. Furthermore, the project site is not located within or adjacent to any MSCHP designated Subunits, Cores, Linkages, Criteria Cells, or Conservation Areas. Therefore, development of the proposed project would not impact wildlife corridors and no mitigation is warranted. Any impacts to migratory species such as migratory birds would be mitigated by compliance with **MM 7-B.** Therefore, no further mitigation is necessary.

e. The City of Corona participates in the MSHCP, which is a habitat conservation plan for the Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The applicant is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

f. See discussion under Section 7.e.

**Mitigation Measures**

**MM 7-A** Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

**MM 7-B** If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation.

**MM 7-C** Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction.

**MM 7-D** Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department.

**MM 7-E** The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis.

**MM 7-F** The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, and C:

- Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.
- Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.
- Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.
- Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.
- Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species

Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush.

- Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."
- Grading/Land Development: No grading or land development shall extend into any avoidance areas.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, no mitigation is warranted.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☒ | ☐ | ☐ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Therefore, this is not expected to be an issue and no mitigation is required.

b. A Phase I Environmental Site Assessment (ESA) was prepared by LGC Geo-Environmental, dated December 30, 2019, to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. Per the Phase I ESA, a cement pipe was found on the northern portion of the property and stained soil was found on the northwestern corner of the property.

LGC Geo-Environmental prepared a Phase II ESA, dated November 30, 2020, to analyze the cement pipe for asbestos and evaluate the stained soil for the presence of petroleum hydrocarbons. A sample of the cement pipe and soil were taken by LGC personnel for analysis. The analysis revealed no asbestos in the sample for the cement pipe while the stained soil was determined to be a petroleum-contaminated waste. Based on the results of the analysis, LGC recommended that the concrete pipe can be properly disposed of or recycled as ordinary non-hazardous solid waste. However, the stained surface soil should be excavated and properly disposed of or recycled. After excavation of the stained soil, the excavation should be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Compliance with this recommendation would reduce impacts to less than significant. **[MM 9-A]**

c. The nearest schools to the project site are Benjamin Franklin Elementary School and Dwight Eisenhower Elementary School. Benjamin Franklin Elementary School is located approximately 0.70 feet northeast of the project site. Dwight Eisenhower Elementary School is located approximately 1.07 miles east of the project site. There is no school that is located within ¼ mile from the project site. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there would be impacts and no mitigation is required.

d. Refer to discussion under Section 9.b.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

f. The project is designed with two points of vehicular access to Foothill Parkway. The main access is a private road that will be constructed with the project, which will provide access to the commercial and residential portions of the project. The second access is a 28-foot wide emergency road that will be constructed along the southerly perimeter of the project site, which will allow for emergency access and evacuation from the project site to Foothill Parkway. The project also provides emergency vehicular access to the adjacent properties to the west, southwest, and south, which are landlock and don't have direct access to a street. Construction activities that would temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of a grading and/or building permit approval to ensure that adequate access is maintained. Compliance with the existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigate is required.

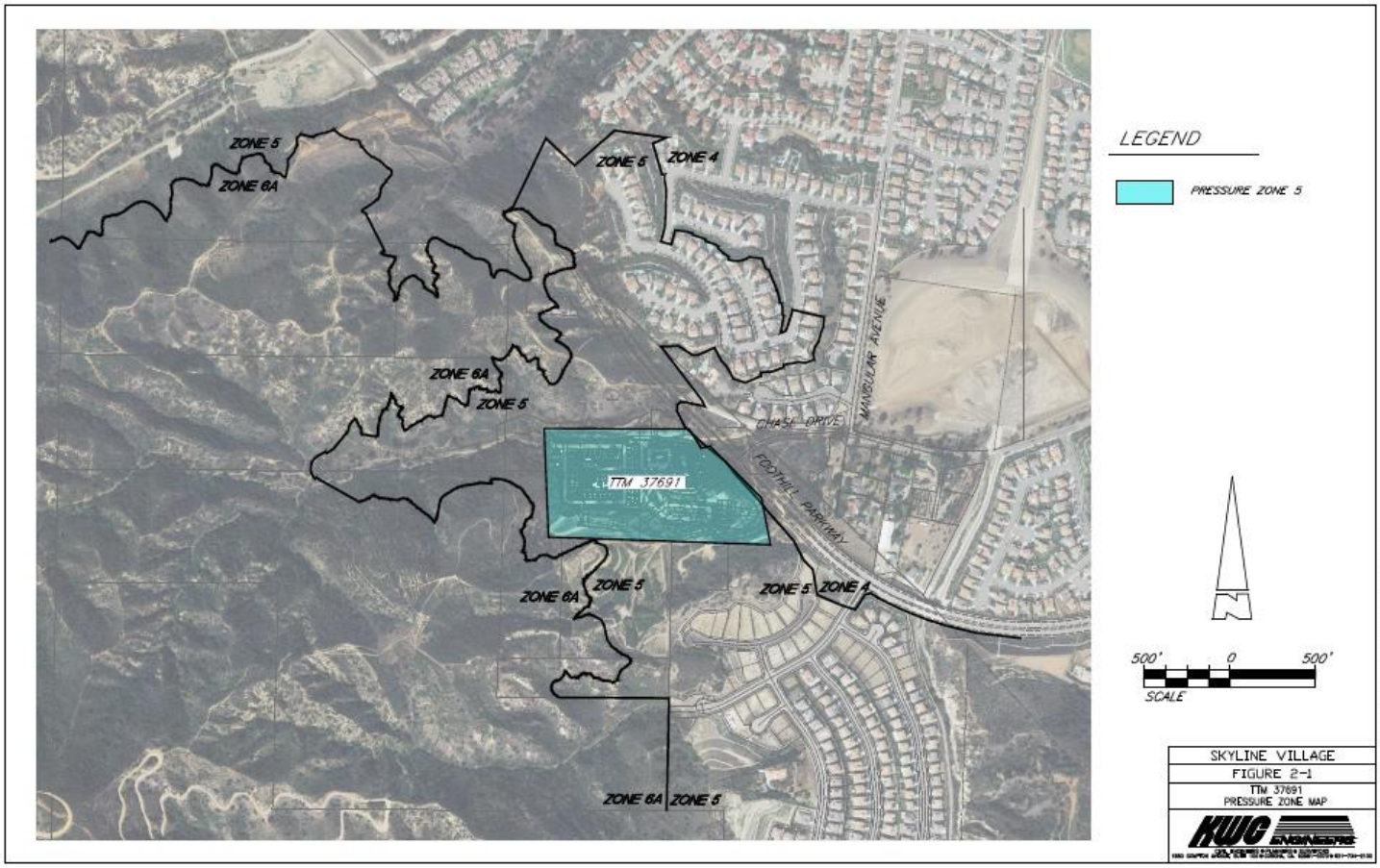
g. The project site is located within the Cleveland National Forest and is in a Very High Fire Hazard Severity Zone (VHFHSZ). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development. Adequate fire flow is also necessary, which is discussed further below.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines.

The project is required to have adequate fire flow for fire protection per the Fire Code. According to Section 15.12.390 of the Corona Municipal Code, the minimum fire flow and flow duration for residential buildings is 2500 gpm (gallons per minute) for a 2-hour duration and 3000 gmp for 3 hours for commercial buildings. Water storage is necessary for fire flow. The development is located within Zone 5 of the City's Pressure Zone Map. The project is required to construct its own water facilities to supply the necessary system pressures. A preliminary water study analyzing the project's water demands was prepared by KWC Engineers (dated May 2021) and submitted to the City's Department of Water and Power (DWP) for review. Based on the preliminary study, the DWP has estimates that the project would need to construct a new 1.0-million-gallon (MG) water tank containing operational storage, terminal storage, and fire flow storage to adequately serve the project. The water tank would need to be constructed near the proposed development and at an elevation of 1380 feet above mean seal level (MSL). The project applicant has the option of constructing the 1.0 MG water storage tank or paying a fair-share cost of the total construction cost of a new 2.5 MG water tank, which would be constructed by the City. The applicant's fair-share contribution will be determined following the approval of the final water study, and payment would be required prior to the recordation of the project's tentative tract map, TTM 37691, or issuance of a precise grading permit, whichever occurs first. Compliance with this requirement would reduce impacts related to wildland fires to less than significant. **[MM 9-B]**

If the applicant chooses to participate with the City in the construction of the water tank and the project site is constructed before the City completes the construction of the water tank, the DWP has determined that the City's existing potable water pumping facilities located in Zone 3 (located within Sierra Bella) are capable of delivering the project's required fire flow in the interim. Therefore, project development may commence prior to tank construction and without additional pumping facility construction, provided that a permanent water tank is constructed within 5 years of map recordation or issuance of a precise grading permit, whichever occurs first.

**Figure 3: Pressure Zone 5 Map**




Source: KWC Engineers

**Mitigation Measures:**

**MM 9-A** Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City.

**MM 9-B** The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank, as determined by the final water study approved by the City. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☒ | ☐ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☒ | ☐ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Noise Impact Study, dated March 19, 2021, was prepared by RK Engineering to analyze noise impacts associated with project. The following discussions are based on the findings of the Noise Impact Study.

a. The nearest existing noise-sensitive land uses include the residential properties that are located approximately 300 feet east of the project site across Foothill Parkway. The nearest future residential homes proposed as part of the Skyline Heights subdivision (TTM 36544) would be located approximately 700 feet to the northwest of the project site. The Noise Impact Study analyzed short-term and long-term noise impacts associated with the proposed project. Short-term impacts would be associated with the construction phase of the project, while long-term impacts would be associated with the operational phase of the project and includes parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Should the project decide to include outdoor events with live music in the future, the project's Conditions of Approval associated with PP2020-0005 require the applicant to submit to the City an updated noise analysis to address live music uses. Uses using a loud speaker or amplified device should adhere to the regulations in CMC section 9.24.040.

Short-term (Construction) Noise Impacts

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise.

RK Engineering analyzed potential noise impacts during all expected phases of construction, and noise levels are calculated based on an average distance (300 feet) of equipment over an 8-hour period to the nearest adjacent residential properties. The worst-case scenario construction phase noise levels would be approximately 72.7 dBA at the nearest adjacent residential properties. However, construction would occur throughout the project site and would not be concentrated or confined in a single area. Also, the project is required to comply with Corona Municipal Code Section 17.84.040, which permits construction activities between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays. To further reduce the potential for noise impacts, implementation of the design features which are listed below would further minimize construction noise impacts. The design features are included in the project's Conditions of Approval for PP2020-0005. Thus, the project's short-term noise impacts would be less than significant.

**Required Short-term Project Design Features:**

- No impact pile driving activities shall be allowed on the project site.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
- Obtain a construction work permit from the City of Corona prior to starting construction.

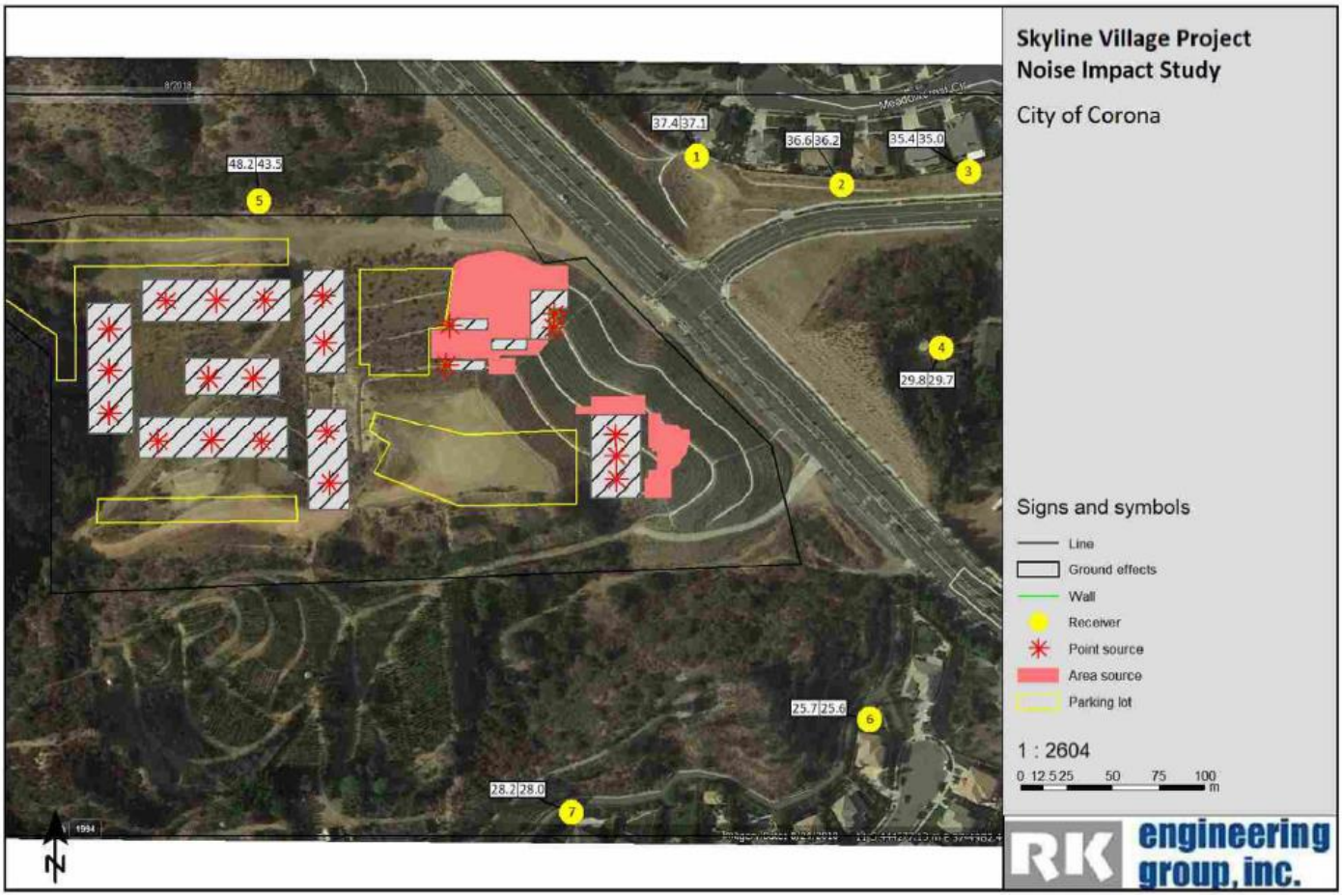
Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Operational noise was analyzed at all adjacent property lines surrounding the project site and at the nearest existing residential properties to the east (across Foothill Parkway). See Figure 4. The noise analysis considered all project noise sources operating simultaneously during the daytime (7:00 a.m. to 10:00 p.m.) at the property lines of the nearest adjacent residential properties. The project is subject to the City's noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10.A below.

| TABLE 10.A<br>STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| **TYPE OF LAND USE** | **MAXIMUM ALLOWABLE NOISE LEVELS** | | | |
| | **Exterior Noise Level** | | **Interior Noise Level** | |
| | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** |
| Single-, Double- and Multi- Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |

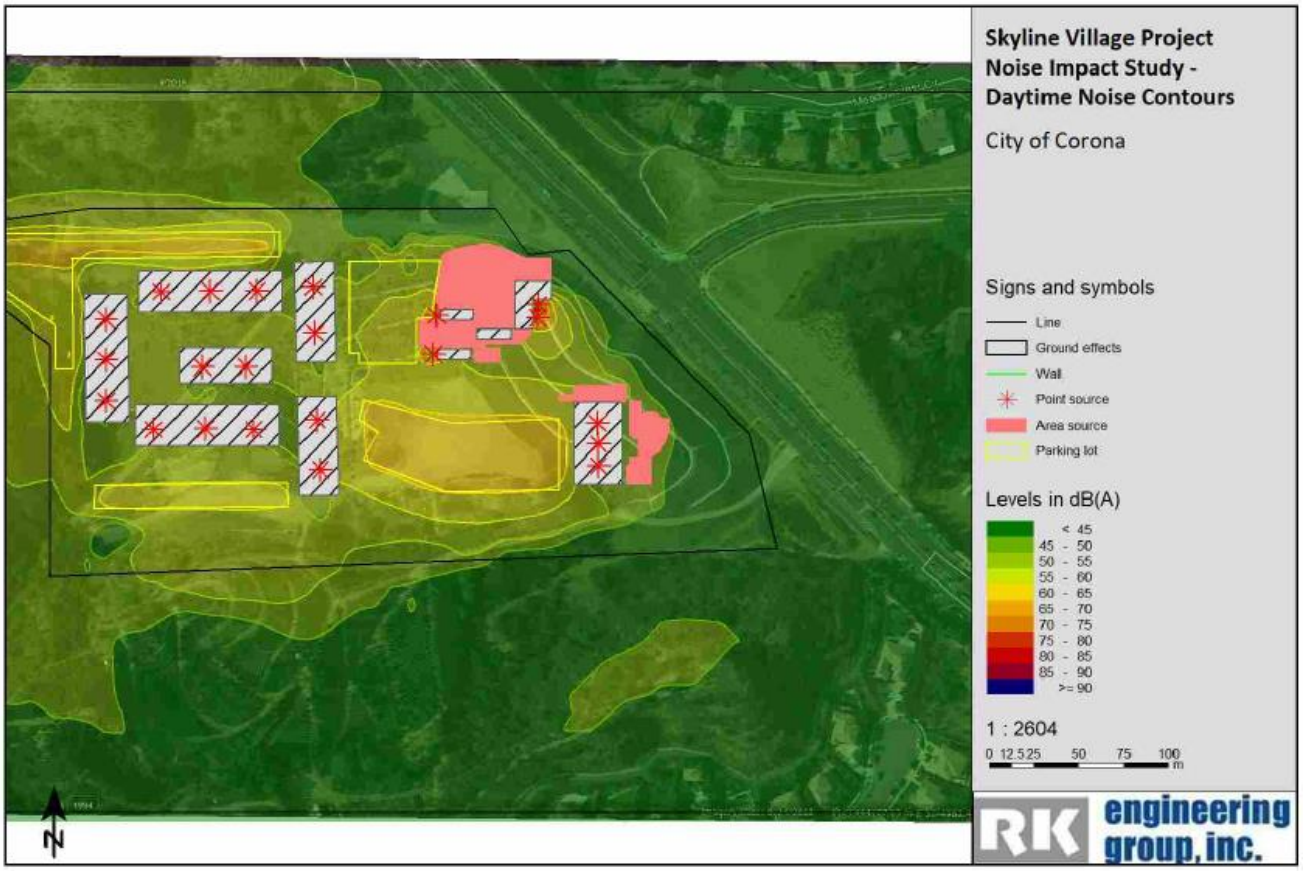
Source: CMC Section 17.84.040(C)

**Figure 4: Noise Measurement Locations**



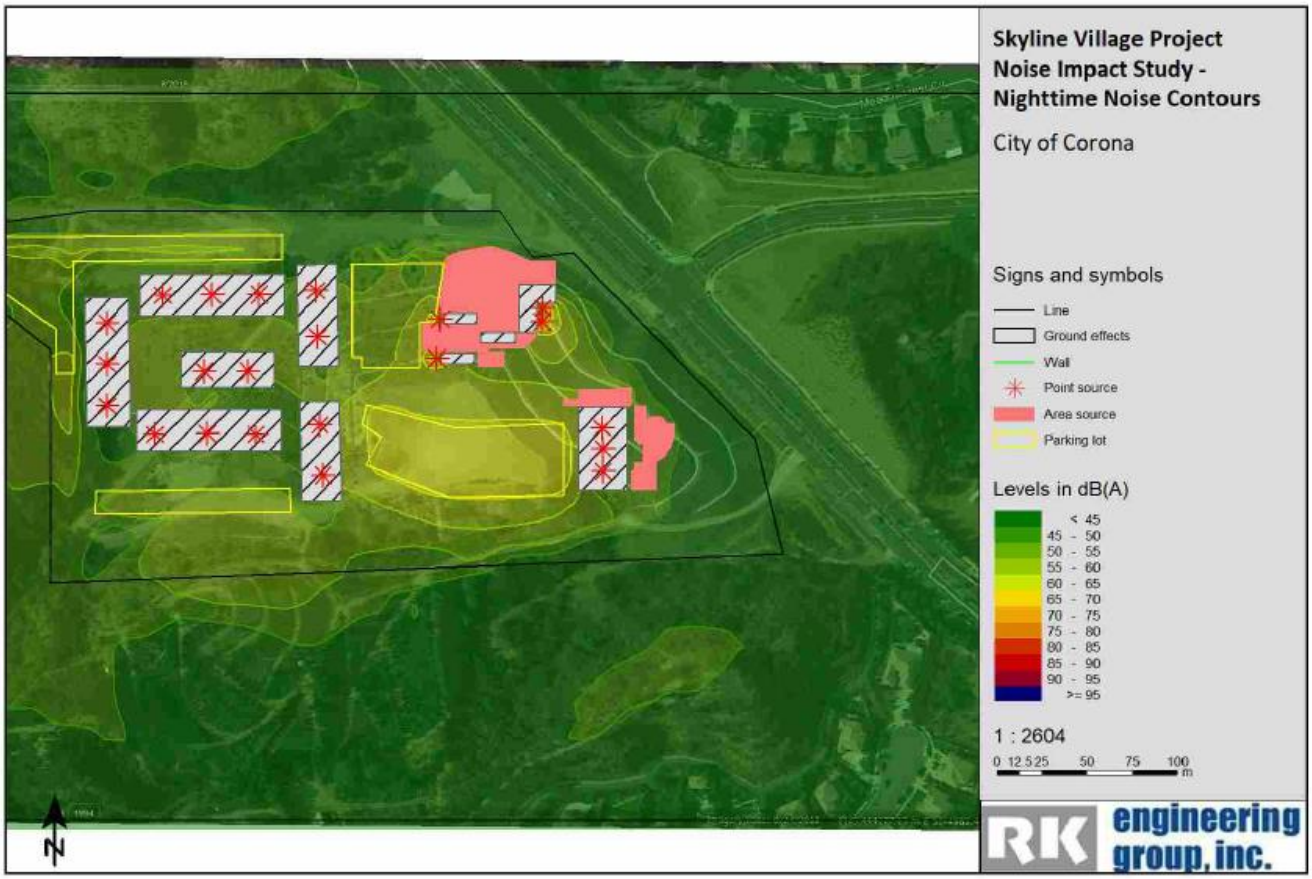

Source: RK Engineering

**Figure 5: Noise Contours for Daytime Hours**




Source: RK Engineering

**Figure 6: Noise Contours for Nighttime Hours**




Source: RK Engineering

Noise was measured for the daytime and nighttime hours.

- **Daytime:** Based on the results of the noise analysis, noise levels generated by the project would range from 25.8 dBA to 48.2 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's daytime noise standard of 55 dBA at the adjacent property lines. Figure 5 shows the project's noise contours for the daytime hours.

- **Nighttime:** Based on the results of the noise analysis, noise levels generated by the project noise would range from 25.7 dBA to 43.5 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's nighttime noise standard of 50 dBA at the adjacent property lines. Figure 6 shows the project's noise contours for the nighttime hours.

The change in the existing noise levels as a result of the project would range from approximately 0.0 dBA to 3.5 dBA during daytime hours. For the daytime hours, the change in the existing noise levels as a result of the project would similarly range from approximately 0.0 dBA to 3.5 dBA during daytime hours. This noise change as a result of the project is considered insignificant because, per the study, the human can barely perceive a change in noise level of 3 dB.

Note that the results of the long-term noise impact analysis assumes that the project design features listed below are integrated into the project. These design features are a requirement of the project's Conditions of Approval associated with PP2020-0005. Therefore, the project's long-term noise impacts would be less than significant.

**Required Long-term Project Design Features:**

- Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
- All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
- Truck deliveries, loading/unloading activity, and trash pick-up should be limited to daytime (7 a.m. – 10 p.m.) hours only.
- Limit engine idling time for all trucks to 5 minutes or less.

Also, the new commercial center is required to adhere to the stationary noise standards under CMC Section 17.84.040(C) which would reduce the commercial center's operational noise impacts to the new residential condominiums proposed within the project site to a less than significant level. Therefore, no mitigation is required.

b. Vibration from construction was analyzed in the Skyline Village Noise Impact Study (RK Engineering, dated March 19, 2021. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the residential structures located at approximately 300 feet from the east property line. All structures surrounding the project site are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site. Based on the results of the vibration analysis, the project's construction activities would not cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would be barely perceptible.

**Table 10-B: Construction Vibration Impact Analysis**

| Construction Activity | Distance to Nearest Structure (ft) | Duration | Calculated Vibration Level - PPV (in/sec) | Damage Potential Level | Annoyance Criteria Level |
|---|---|---|---|---|---|
| Small Bulldozer | 300 | Continuous/Frequent | 0.000 | No Impact | Barely Perceptible |
| Large Bulldozer | 300 | Continuous/Frequent | 0.006 | No Impact | Barely Perceptible |
| Vibratory Roller | 300 | Continuous/Frequent | 0.014 | No Impact | Barely Perceptible |
| Loaded Trucks | 300 | Continuous/Frequent | 0.005 | No Impact | Barely Perceptible |

c. See discussions under Section 10.a.

d. See discussions under Section 10.a.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County

Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

| **11. PUBLIC SERVICES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The Corona Fire Department (CFD) will provide all emergency and medical aid calls to the project site. Station 6 located at the corner of Main Street and Upper Drive will provide first in response to the project site. Station 6 is located approximately 2.1 miles from the project site and is equipped with a paramedic engine company, water tender, and research engine with four personnel. Average response time to the project site is estimated to be approximately six minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 4.6 miles from the project site. The City's police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

c. The proposed project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district apply.

d. Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

e. See discussion under 11.d.

| **12. UTILITIES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☒ | ☐ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☒ | ☐ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☒ | ☐ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☒ | ☐ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☒ | ☐ |
| f. Adequate landfill capacity | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| g. Comply with solid waste regulations | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b. See discussion under Section 12.a.

c. As discussed under the Hydrology & Water Quality section, a preliminary hydrology study (KWC Engineers, December 2020) was prepared for the project to analyze the project's drainage patterns. The project will generally maintain the existing drainage patterns in the proposed condition. In comparison between the existing and proposed drainage patterns, Drainage Areas B, C, and D will have peak flows in the proposed condition that are less than the peak flows in the existing condition. However, Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. The slight increase will not impact the sizing of the existing storm drain pipeline and hydraulics of the pipeline. Furthermore, the existing storm drain pipe was sized for larger bulked flow rate of 844.2 cfs and drains to the existing Oak Street Debris Basin located approximately 1,200 feet to the east of the project site. Therefore, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d. As discussed under the Hydrology & Water Quality section, a preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basins throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

e. See discussion 12.a.

f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.

g. See discussion under Section 12.f.

| **13 AESTHETICS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☒ | ☐ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☒ | ☐ |
| c. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Light or glare | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

The following discussions are based on the Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021.

a. Per the 2020-2040 General Plan, the stretch of Foothill Parkway from Paseo Grande to Bedford Canyon Road is a city designated scenic corridor. This stretch offers views of the Prado Basin to the north and hills and valleys leading toward the San Bernardino Mountains in the north and east. The project site is located on this stretch of Foothill Parkway. The project site has been used for low-key agricultural activities in the past and is currently undeveloped and vacant. The project site is on a hill on the southwest side of Foothill Parkway. A roadway leading into the project will be cut into the hillside forming a fourth leg to the intersection of Chase Drive and Foothill Parkway. The remaining slopes facing Foothill Parkway will be landscaped on the southerly section and retained behind a proposed 30-foot-high segmented block retaining wall on the northerly section. One and two-story commercial buildings are proposed on top of the hillside nearest Foothill Parkway. Three-story residential buildings are proposed on the west side of the site at a slightly higher elevation. Currently, the dominant view of the site is the engineered hillside. The proposed project will landscape the hillside and it will continue to be the dominant view of the site. The zoning designation of the surrounding area is a combination of low-medium density residential and open space. The areas northeast of the project site contain single-family residential homes. Immediately south and west of the project site are vacant, agricultural and open space land. With a mix of residential and neighborhood commercial uses, the proposed Skyline Village mixed-use development fits well in the current land use zoning designation and aesthetics of the area. The project site is closer to Foothill Parkway similar to other developments in the immediate area. The proposed development is required to adhere to the City's development standards with respect to building height, setbacks to property lines and landscaping. Therefore, the on-site design standards will be similar to the design standards used on the nearby properties. Therefore, the project will not cause any adverse effects on the existing scenic vistas and is a less than significant impact.

b. The proposed project is located on a vacant undeveloped land. The land use zoning designation of the project area is a combination of low-medium density residential, commercial, and open space. The proposed project would develop 39 one-bedroom residential condominiums, 39 three-bedroom townhomes, a 1,400-square foot recreation center with a swimming pool, one and two-story retail shops and restaurants totaling 25,715 square feet, parking, and ancillary uses. The mix of on-site land uses would be interconnected with pedestrian and bicycle pathways. The publicly accessible vantage points include Chase Drive and Foothill Parkway to the east of the site, and the public trails north and west of the project site. The views of the project from these publicly accessible vantage points will be mainly the rooftops of the development and landscaping. Currently, the dominate view of the project site is an engineered hillside void of any vegetation. The project proposes landscaping on the hillside facing Foothill Parkway. The project will not degrade the existing character or quality of the public views of the site and surrounding project area. The proposed development will result in a uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, a less than significant impact would occur and no mitigation is warranted.

c. The project site is located on currently undeveloped vacant land on the southwest side of Foothill Parkway at the intersection of Foothill Parkway and Chase Drive. Chase Drive provides western views toward the Santa Ana Mountains. The proposed project building pads of the three-story residential buildings sit slightly higher on the west end of the project site but will not obstruct the scenic views of the mountains. The west side of the project site is dominated by the hillside slope and will continue to be the dominant visual feature of the site. There are no historic buildings on or near the project site and, since the project will be built on a vacant land that does not include existing trees or rock outcroppings, it will not affect any natural resources such as trees, or rock outcroppings. Also, there are no state scenic highways nearby. Therefore, the proposed project would have no impact on scenic resources. No mitigation is required.

d. The proposed project would introduce new sources of light because of the new development and infrastructure. The light sources would be in the form of residential lighting from the condominiums, security lighting in the common areas and garages, the lights of retail shops, and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential and commercial sources is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. The project's photometric analysis prepared by Beaumont Electric Inc. has demonstrated the project's compliance with this requirement. As such, adherence to these design measures would help reduce the light or glare potentially caused by the project.

The project would also include solar panels on the rooftops of the residential carports. Solar photovoltaic (PV) are made up of glass panels that are designed to maximize absorption of light and minimize reflection to increase electricity production efficiency. To limit reflection, solar PV panels are constructed with dark, light-absorbing materials and covered with an anti-reflective coating to create an albedo effect, which minimizes glare. Furthermore, the residential carports are

located on the western portion of the project site and would not be visible to the surrounding existing residential uses.

New on-site lighting and building materials will be designed, installed, and maintained to satisfy applicable City requirements; therefore, a less than significant impact would occur from light and glare and no mitigation is required.

| **14. CULTURAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☒ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. CRM Tech prepared a Historical/Archaeological Resources Survey Report, dated September 25, 2019, for the project. The purpose of the analysis was to determine whether the project would cause substantial adverse changes to any historic or archaeological resources as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM Tech conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. Through the various avenues of research, CRM Tech did not encounter any historical resources within or adjacent to the project area. Therefore, no impacts related to historical or archaeological resources would occur.

b. See discussions under 14.a.

c. CRM Tech prepared a Paleontological Resources Assessment Report, dated September 26, 2020, for the project. The purpose of the report was to determine whether the proposed project would potentially disrupt or adversely affect any significant, nonrenewable paleontological resources, as mandated by CEQA.

The project site is located in the northern portion of the Peninsular Ranges geomorphologic province, where a series of northwest-southeast-trending mount ranges and valleys lie subparallel to fault lines branching from the San Adreas Fault. The topography in this region generally consists of granitic rock intruding into older metamorphic rock. The project location lies at the northwestern end of the Corona-Elsinore Trough and within the Corona compound alluvial fan that slopes northeast across the trough. Surrounding area is known to contain exosures of the late-Cretaceous Ladd Formation and the younger Paleocene Silverado Formation, which is composed of marine and nonmarine beds.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered in future excavation and construction activities, CRM Tech initiated a records search with the Natural History Museum of Los Angeles County in Los Angeles, reviewed pertinent literature, and carried out a systematic field survey on July 30, 2019 in accordance with the guidelines of the Society of Vertebrate Paleontology.

The results of the research procedures indicate that the proposed project's potential to impact significant paleontological resources is low in the surface sediments of younger Quarternary alluviam in the northern portion and the southeastern corner of the property, but high in the exposures of marine late-Cretaceous Ladd formation and the Paleocene Silverado Formation elsewhere and the older Quaternary sediments underlying the younger Quarternary alluvim. The current surface soils in the project area, however, have been extensively disturbed over the past 17 years by earth-moving activities associated with the leveling of the hilltop, grading, and the construction of a concrete paved road. The surface soils essentially constitute artificial fill.

In order to prevent project impacts on significant, nonrenewable paleontological resources or to reduce such impacts to a level less than significant, CRM TECH recommended that a mitigation program be developed and implemented during any earth-moving operations reaching beyond the previously disturbed surface soils. The mitigation program should be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following:

- All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

With implementation of a mitigation program, impacts to paleontological resources would be reduced to less than significant. **[MM 14-A]**

d. Mitigation Measure 17-F **[MM 17-F]** under the **Tribal Cultural Resource** section would address inadvertent discoveries of human remains during project grading and construction. This would reduce impacts to less than significant.

**Mitigation Measure:**

**MM 14-A** Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include, but not be limited to, the following:

a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but will have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. Samples of sediments should be collected and processed to recover small fossil remains.

c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

| **15. AGRICULTURE RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

b. The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

| 16. GREENHOUSE GAS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CoronaCAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet itsestablished GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 $MtCO_2e$ (metric tons of $CO_2e$ equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The project's Air Quality and Greenhouse Gas Impact Study (RK Engineering, March 2021) determined that the project's annual GHG emissions would be 3,104.57 MTCO2e/year. Since the project's annual emissions would be greater than 3,000 MTCO2e/year, the RK Engineering report states that the project would need to complete the Screening Tables in the Corona CAP and garner the required 100 points in order to be consistent with the reduction quantities anticipated in the Corona CAP. RK Engineering completed the Screening Tables, which are attached as Appendix C to the Air Quality and Greenhouse Gas Impact Study. Based on the design and construction measures that RK Engineering selected for the project, the project was capable of garnering a total project score of 107.8 points, which shows compliance with the Corona CAP. The entitlement applications, PP2020-0005 and CUP2020-0001, are conditioned to implement the design and construction measures that were selected by RK Engineering for the project. Implementation of these measures would reduce impacts related to greenhouse gas emissions to less than significant.

b. The project proposes to incorporate several energy efficiency design features (i.e., energy efficient lighting and appliances) that would comply with Title 24 requirements as well as the California Green Building Code standards that are consistent with the Corona CAP's design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. The project site is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impacts to the state's or city's historic resources.

b. The project is subject to SB 18 and AB 52 tribal consultation. The purpose of SB 18 and AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources.

Pursuant to SB 18 protocol, the City obtained a list of 18 local Native American tribes from the Native American Heritage

Commission on August 8, 2020. On October 12, 2020, the City submitted by email letters of invitation for consultation to all 18 tribes. In response to the invitation, the following tribes requested consultation:

- Gabrieleno Band of Mission Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians

Soboba Band of Luiseno Indians

Consultation with the Soboba Band of Luiseno Indians was initially held on December 7, 2020. Per Mr. Joseph Ontiveros, representative for Soboba, the project site falls with the bounds of Soboba's Tribal Traditional Use Areas, and is in proximity to known sites, is a shared use area that was used in ongoing trade between tribes, and is considered to be culturally sensitive by the people of Soboba. Mr. Ontiveros requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were submitted to Mr. Ontiveros for review. Staff and Mr. Ontiveros discussed revisions to the draft mitigation measures during the course of the consultation process. On April 8, 2021, staff and Mr. Ontiveros were able to reach an agreement with the revised mitigation measures. On June 21, 2021, the City received a follow-up confirmation email from Mr. Ontiveros concluding consultation. Compliance with the mitigation measures would reduce impacts to tribal cultural resources to a less than significant level. **[MM 17-A through MM 17-G]**

Rincon Band of Luiseno Indians

Consultation with the Rincon Band of Luiseno Indians was initially held on April 15, 2021. Per Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Soboba, the project site is located within the territory of the Luiseno people and within Rincon's specific Area of Historic Interest. Ms. Madrigal requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Staff submitted the city's draft mitigation measures related to tribal cultural resources to Ms. Madrigal for review. Ms. Madrigal responded on April 15, 2021 and she had no further comments. On June 18, 2021, Ms. Madrigal submitted a formal letter in response to the draft mitigation measures and concluded consultation. Compliance with **MM 17-A through MM 17-G** would reduce impacts to tribal cultural resources to a less than significant level.

Gabrieleno Band of Mission Indians

Consultation with the Gabrieleno Band of Mission Indians was initially held on March 17, 2021. Per Mr. Andy Salas, representative for the Gabrieleno Band of Mission Indians, the project site is located within Gabrieleno's Ancestral Tribal Territory and thus, Mr. Salas requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were emailed to Mr. Salas for review. Mr. Salas did not agree with the city's mitigation measures and proposed separate mitigation measures on March 24, 2021. On March 31, 2021, staff reviewed the proposed mitigation measures and proposed revisions to Mr. Salas for the following reasons:

1. The mitigation measures required the project developer to retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians and for the project developer to enter into a tribal agreement with the Gabrieleno Band of Mission Indians for tribal monitoring prior to the commencement of any ground disturbance. The city's mitigation measures include similar language; however, staff proposed that the language be modified to include all three consulting tribes.

2. The mitigation measures contained very specific language pertaining to when a Tribal Monitor should be present and how the Tribal Monitor should monitor and log daily ground disturbance activities. Staff did not agree with this language because it is common for each consulting tribe to require their own separate tribal monitoring agreement with the project developer and have their own Tribal Monitor onsite. As such, staff proposed that the specific monitoring details and methods of monitoring be left to each tribe's agreement with the project developer.

3. The mitigation measures stated that upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the discovery (not less than 100 feet) until the resource can be assessed. It further stated that all tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal Monitor approved by the Consulting Tribe. If the resource is Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Staff did not oppose the requirement of establishing a 100-foot buffer from an inadvertent find; however, staff proposed that the language be revised to include the two other consulting tribes. In addition, staff recommend that the mitigation measures address disagreements between tribes with regard to the final disposition of cultural resources.

Mr. Salas did not agree with staff's suggestions. Staff revised the mitigation measures and sent them to Mr. Salas on April 15, 2021. Mr. Salas responded again that he did not agree with the city's revised mitigation measures. Staff elected to conclude consultation with the Gabrieleno Band of Mission Indians on April 15, 2021 without mutual agreement on the

mitigation measures because staff felt that good faith and reasonable efforts were made during the consultation process to address Gabrieleno's concerns while also addressing similar concerns of two other consulting tribes. Although mutual agreement could not be reached between the city and the Gabrieleno Band of Mission Indians, compliance with **MM 17-A through MM 17-G** would result in less than significant impacts.

**Mitigation Measures**

**MM 17-A** **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB/18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources.

**MM 17-B** **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

i. Project grading and development scheduling;

ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**MM 17-C** **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Monitored grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made

available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;

iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

**MM 17-D** For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study.

**MM 17-E** **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM 17-F** **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

**MM 17-G** **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens.

| 18. MANDATORY FINDING OF SIGNIFICANCE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☒ | ☐ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☒ | ☐ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☒ | ☐ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topics:

- Geologic Problems;
- Hazards and Hazardous Materials;
- Biological Resources;
- Cultural Resources; and
- Tribal Cultural Resources.

However, appropriate mitigation measures have been developed. **Mitigation Measures 3-A through 17-G** successfully mitigate all identified potential impacts to less than significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less than significant.

| 19. WILDFIRE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☒ | ☐ |

**Discussion**

a. The project site is located within a Very-High Fire Hazard Severity zone (VHFHS). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area

in perpetuity and meet the City's Vegetation Management Guidelines.

Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no impacts.

b. The proposed project would not contribute to the spreading of wildfire since the project's future homes would be required to be designed to comply with the current CBC which includes fire construction standards. Also, prior to issuance of a grading or building permit, the project is required to have a Final Fuel Modification Plan approved by the Corona Fire Department that would include a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan would also address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines. Also, Mitigation Measure 9-B **[MM 9-B]** is already required to ensure that the project meets the necessary fire flow requirements per Fire Code. Therefore, the project will not exacerbate wildfire risks. Impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.

c. See discussions under 19.a and 19.b.

d. The project site is required to comply with the engineering recommendations in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). The project is also required to comply with the fuel mod zone descriptions, treatments, and plant palette in the Final Fuel Modification Plan. The proposed project will not significantly alter drainage patterns on the site based on the Preliminary Hydrology Report (KWC Engineers, dated December 2020). Therefore, impacts to exposing people or structures to a downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

| **20. ENERGY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Preliminary Energy Analysis was prepared for the project by LSA, dated February 3, 2021 to evaluate the energy and fuel use impacts associated with the proposed project. The following discussions are based on the findings of the Skyline Village Preliminary Energy Analysis

a. The Skyline Village Preliminary Energy Analysis evaluated project-specific energy and fuel use by examining the impacts of the proposed project on regional energy use. The project's energy demand during construction and operations were analyzed. Note that the project's mitigation measures required to reduce criteria air pollutants and greenhouse gas (GHG) emissions would also reduce electricity and petroleum consumption.

Temporary (Construction) Energy Demand

Construction of the project would require temporary energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures and roadways. Construction of the project would require the use of off-road construction equipment and on-road vehicles for worker commuting, and vendors. The project construction would last approximately one year. For modeling purposes, the analysis assumed that initial grading and earthwork would result in the highest fuel use during the construction period. All construction equipment was assumed to be powered by diesel and the fuel consumption was calculated based on the equation:

Fuel Consumption = Horsepower × Load Factor × Specific Fuel Consumption

For the analysis, the specific fuel consumption was assumed as 0.22 kilogram per kilowatt hour for diesel engine (Klanfar et al. 2016). Table 20-A shows the daily fuel and energy consumption estimated for construction of the proposed project. U

**Table 20-A**
**Project Construction Daily Fuel and Energy Consumption**

| Fuel Consumption (gallons/day) | Energy Consumption (MMBtu/day) |
|---|---|
| 1,536 | 211 |

Source: LSA Associates, Skyline Village Preliminary Energy Analysis

The project's total construction related on-road fuel use is small (approximately 0.03 percent of State-wide transportation fuel consumption) and would only last for a short period of time during project construction. Therefore, construction of the proposed project would not cause a significant temporary energy impact during construction.

Permanent (Operational) Energy Demand

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2 was used to estimate electricity and natural gas consumption and renewable energy generation during the operation of the proposed project. Mitigation measures required to reduce criteria air pollutants and greenhouse gas emissions would also reduce electricity consumption. The petroleum consumption from project-related on-road transportation was calculated from VMT and fuel efficiency from EMFAC2017 (ARB 2018). The Transportation Demand Management (TDM) measures identified in the Traffic Impact Analysis and Statewide EV ownership projection would reduce petroleum consumption.

- **Electricity:** The project's annual electricity consumption is expected to be 166,283 KWH. This is 0.0011% of Riverside County's total electricity consumption of 15,520 million kWh in 2019 at full buildout. The annual electricity consumption of the proposed project is higher than the defaults within the CalEEMod model due to the electricity consumption by Electric Vehicles (EVs). However, Title 24 also requires onsite renewable electricity generation and additional efficiency that offsets the higher electricity consumption of the project. The regional electricity consumption is available at County level. The proposed project would consume less than 0.2 percent of the County's total electricity consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 268 people which is equivalent to approximately 0.011% percent of the County's total population but will consume approximately 0.0011% of electricity consumption when onsite renewable generation is included. Therefore, the project's electricity consumption per person would be less than the County per capita average, and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Natural Gas:** The project is expected to consume13.25 MMBtu of natural gas. This is 0.0029% of the County's total natural gas consumption. The proposed project would consume less than 0.002% of the County's total natural gas consumption and the proposed project would generate a population of approximately 0.011% of the County's total population, the project's natural gas consumption per person would be less than the County per capita average. Therefore, the project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Petroleum**: The proposed project would consume approximately 0.0003% of the County's annual petroleum consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2019). The proposed project is anticipated to generate a service population of approximately 1,116 which is equivalent to approximately 0.045% of the County's total population. Therefore, the project's petroleum consumption per person would be less than the County per capita average, and would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

b. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. 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 in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report (CEC 2019). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 100, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by

disadvantaged communities, demand response, transmission, and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, onsite renewable energy generation combined with all electric homes significantly reduces the energy usage associated with operation of the proposed project and would be relatively small in comparison to the State's and County's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's per capita energy consumption is less than the regional (State or County) level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation measures would be necessary.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. Phase I ESA, prepared by LGC Geo-Environmental, dated December 30, 2019
4. Phase II ESA, prepared by prepared by LGC Geo-Environmental, dated November 30, 2020
5. Geologic Fault Hazard Evaluation, prepared by LGC Consultants, July 16, 2020
6. Geotechnical Investigation Report, prepared by LGC Consultants, July 16, 2020
7. Skyline Village Preliminary Energy Analysis, prepared for the project by LSA, dated February 3, 2021
8. Preliminary Hydrology Report, prepared by KWC Engineers, dated December 2020
9. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, March 2021
10. Paleontological Resources Assessment Report, prepared by CRM Tech, dated September 26, 2020
11. Historical/Archaeological Resources Survey Report, prepared by CRM Tech, dated September 25, 2019
12. Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021
13. Skyline Village Noise Impact Study, prepared by RK Engineering, dated March 19, 2021
14. Preliminary Water Study, prepared by KWC Engineers, dated May 2021
15. Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services (SBS), date December 17, 2020
16. Traffic Impact Study for the project, prepared by RK Engineering, dated June 9, 2021
17. Air Quality & Greenhouse Gas Impact Study, prepared by RK Engineering Group, Inc., March 19, 2021
18. Preliminary Water Quality Management Plan, prepared by KWC Engineers, May 20, 2021
19. Skyline Village TTM 37691 Water System Mitigation Requirements Memorandum, City of Corona Public Works Department, June 14, 2021

# MITIGATION MONITORING AND REPORTING PROGRAM
# CITY OF CORONA

| | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **GELOGIC PROBLEMS** | | | | | |
| MM 3-A | Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| | **AIR QUALITY** | | | | | |
| MM 5-A | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| MM 5-B | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| | **BIOLOGICAL RESOURCES** | | | | | |
| MM 7-A | Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-B | If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| MM 7-C | Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction. | Condition of approval | Submittal of photograph or field inspection | Prior to grading/construction | Community Development | |
| MM 7-D | Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept | |
| MM 7-E | The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F | The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, And C:<br>• Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.<br>• Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.<br>• Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.<br>• Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.<br>• Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush. | Condition of approval | Submitttal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F Cont' | • Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."<br>• Grading/Land Development: No grading or land development shall extend into any avoidance areas. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |
| | **HAZARDS AND HAZARDOUS MATERIALS** | | | | | |
| MM 9-A | Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| MM 9-B | The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first. | Condition of approval | Payment of fee | Prior to map recordation | Public Works Dept. and DWP | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **CULTURAL RESOURCES** | | | | | |
| MM 14-A | Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include but not be limited to the following:<br><br>a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.<br><br>b. Samples of sediments should be collected and processed to recover small fossil remains.<br><br>c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br><br>d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| | **TRIBAL CULTURAL RESOURCES** | | | | | |
| MM 17-A | **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB 18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. | Condition of approval | Submittal of agreements | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-A cont' | Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources. | | | | | |
| MM 17-B | **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.<br><br>a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:<br><br>i. Project grading and development scheduling; | Condition of approval | Submittal of documentation showing that an archeologist has been retained for the project. | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-B cont' | ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;<br><br>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. | | | | | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C | **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:<br><br>a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and<br><br>b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:<br><br>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C Cont' | ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;<br><br>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and<br><br>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes. | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-D | For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study. | Condition of approval | Submittal of Phase IV monitoring report or other documentation as applicable | Within 60 days of completion of grading | Community Development Dept. | |
| MM 17-E | **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-F | **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-F Cont' | The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).<br><br>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-G | **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:<br><br>a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.<br><br>b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

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# EXHIBIT "A"

## LEGAL DESCRIPTION
## FOR
## ZONE CHANGE

Parcels of land being a portion of that patented placer mining claim known as Lot 4045, and also known as the McKnight Consolidated Clay Mining Claim, consisting of the McKnight, Luckey and Trio Placer Claims, and lying within fractional Sections 3 and 10 in Township 4 South, Range 7 West, San Bernardino Base and Meridian, in the County of Riverside, State of California, according to the Official Plat thereof, as shown on a Record of Survey, on file in Book 121, Pages 47 through 49, of Record of Surveys, in said County, and shown by Mineral Survey No. 4045 and Amended Map of Sections 4 and 10, of said Township and Range, dated February 1, 1917, Records of the General Land Office, on file at the Bureau of Land Management Office, Washington D.C. and being more particularly described as follows:

**PARCEL A**

**COMMENCING** from the Southwest corner of said fractional Section 3, Thence northerly along said Section, North 0°57'23" East, a distance of 197.17 feet to the north line of that patented placer mining claim known as the Luckey Placer Mining Claim as shown on said Amended Map and said Record of Survey;

Thence North 77°00'33" East, a distance of 232.78 feet to the Northwest corner of said McKnight Placer Mining Claim and the **TRUE POINT OF BEGINNING**;

Thence easterly along the north line of last said Claim, South 89°44'22" East, a distance of 561.01 feet;

Thence leaving said north line, South, a distance of 255.67 feet to a point in the north line of said fractional Section 10;

Thence continuing along last said course, South, a distance of 393.28 feet to the south line of said McKnight Placer Mining Claim;

Thence westerly along said south line, North 88°03'14" West, a distance of 537.17 feet to the Southwest corner of said Claim;

Thence leaving said south line and northerly along the westerly line of said Claim, North 2°11'01" West, a distance of 381.42 feet to a point on the north line of Said Section 10;

Thence continuing along said westerly line of Claim and last said Course, North 2°11'01" West, a distance of 252.30 feet to the **TRUE POINT OF BEGINNING;**

Said parcel contains 351,800 square feet = 8.08 acres.



EXHIBIT 6

Subject to: Covenants, conditions, restrictions, reservations, easements and Right of Ways of record, if any.

All as shown on Exhibit "B", attached hereto and by this reference made a part thereof

**PARCEL B**

**COMMENCING** from the Southwest corner of said fractional Section 3, Thence northerly along said Section, North 0°57'16" East, a distance of 197.17 feet to the north line of that patented placer mining claim known as the Luckey Placer Mining Claim as shown on said Amended Map and said Record of Survey;

Thence North 77°00'33" East, a distance of 232.78 feet to the northwest corner of said McKnight Placer Mining Claim; Thence easterly along the north line of last said Claim, South 89°44'22" East, a distance of 561.01 feet to the **TRUE POINT OF BEGINNING;**

Thence continuing easterly along said North line and along last said course, South 89°44'22" East, a distance of 284.50 feet to the Westerly line of Parcel 2070-105 as shown on Record of Survey filed in Book 64, Pages 75-79, inclusive, of Record of Surveys, In the Office of the Recorder for said County;

Thence southerly along said parcel line, South 32°43'44" East, a distance of 132.40 feet to the southwest corner of said parcel;

Thence easterly along the southerly line of said parcel, North 75°20'36" East, a distance of 51.65 feet to the westerly line of that parcel of land granted to the City of Corona per deed recorded June 8, 2010 as Instrument No. 2010-262206 of Official Records of said County and to the beginning of a non-tangent curve, concave southwesterly and having a radius of 19,938.00 feet; the radial of which bears North 44°43'28" East;

Thence southerly along the westerly line of said parcel and along said curve, through a central angle of 0°39'33", an arc length of 229.39 feet to a point in the north line of said Section 10;

Thence continuing southerly along the westerly line of said parcel and along said curve, through a central angle of 0°34'22", an arc length of 199.33 feet to the most southerly corner of said parcel and to the easterly line of McKnight Placer Mining Claim;

Thence leaving said parcel and along the easterly line of said Claim, South 11°04'54" East, a distance of 275.37 feet to the southeast corner of said Claim;

Thence westerly along the southerly line of said Claim, North 88°03'14" West, a distance of 760.75 feet;

Thence leaving said southerly line, North, a distance of 393.28 feet to a point on the north line of said Section 10;

Thence continuing along last said course, North, a distance of 255.67 feet to the north line of said Claim and **POINT OF BEGINNING;**

Said parcel contains 389,465 square feet = 8.94 acres.

Subject to: Covenants, conditions, restrictions, reservations, easements and Right of Ways of record, if any.

All as shown on Exhibit "B", attached hereto and by this reference made a part thereof,

**KWC ENGINEERS**
**CIVIL ENGINEERS • PLANNERS • SURVEYORS**

Thomas Caseldine 5-21-21

Thomas M. Caseldine Date
P.L.S. 9029

PROFESSIONAL LAND SURVEYOR
THOMAS M. CASELDINE
No. 9029
STATE OF CALIFORNIA

May 21, 2021
LLC/KWC/llc
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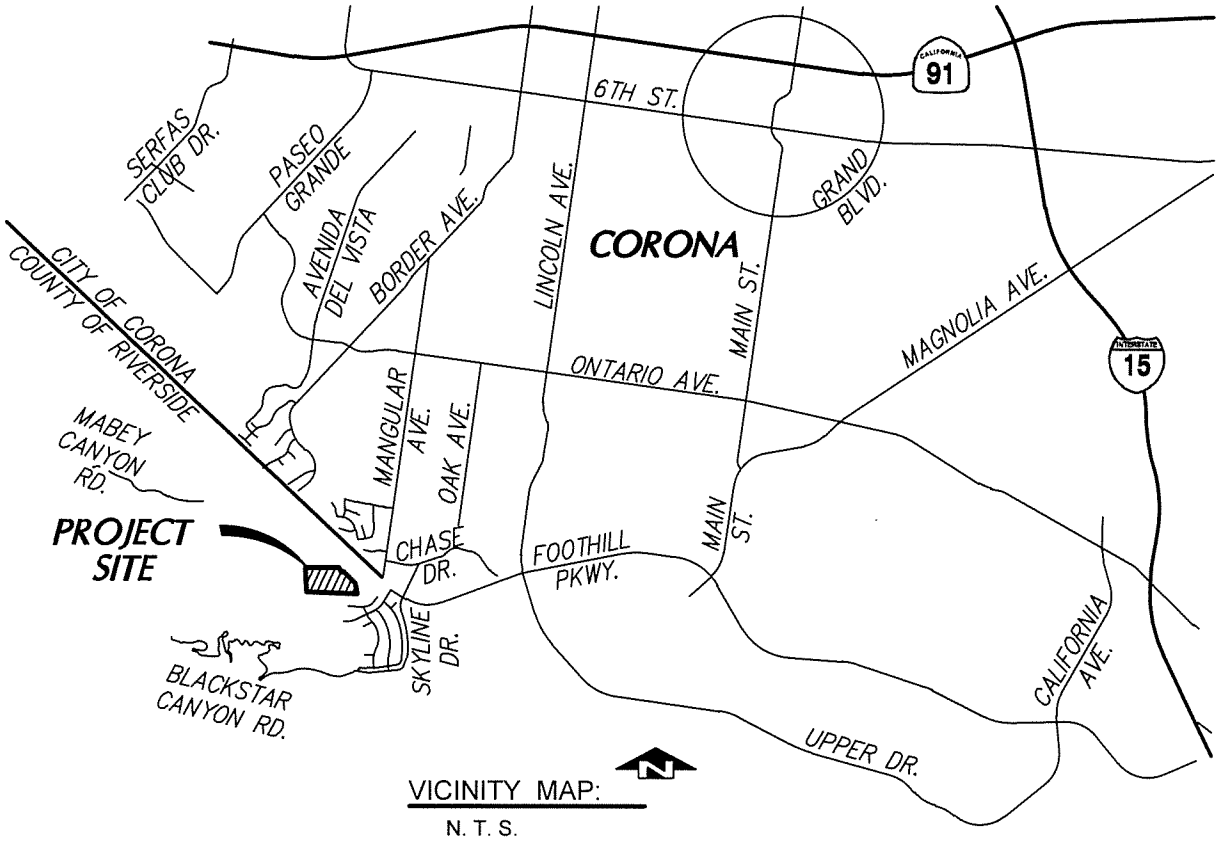
# EXHIBIT "B"

## CHANGE OF ZONE




VICINITY MAP:

N. T. S.

ZONING DESIGNATION:

| A.P.N. | CURRENT ZONING DESIGNATION | PROPOSED ZONING | AREA (AC.) |
|---|---|---|---|
| PARCEL A | | | |
| 275-050-014 | AGRICULTURE | R-3 MF RESIDENTIAL | 3.24 |
| 275-080-041 | AGRICULTURE | R-3 MF RESIDENTIAL | 4.83 |
| PARCEL B | | | |
| 275-050-014 | AGRICULTURE | C-3 GENERAL COMMERCIAL | 2.48 |
| 275-080-041 | AGRICULTURE | C-3 GENERAL COMMERCIAL | 6.46 |
| | | R-3 MF RESIDENTIAL SUBTOTAL | 8.07 |
| | | C-3 GEN COMMERCIAL SUBTOTAL | 8.94 |
| | | TOTAL | 17.01 |

PROFESSIONAL LAND SURVEYOR
THOMAS M. CASELDINE
No. 9029
STATE OF CALIFORNIA

Thomas Caseldine 5-21-21

THOMAS M. CASELDINE
L.S. 9029

DATE

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 • CORONA, CA. 92881-3370 • 951-734-2130

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# EXHIBIT "B"
## CHANGE OF ZONE
## INDEX SHEET

LEGEND:

- ZC BOUNDARY
- SECTION LINE
- 1 SHEET INDEX
- PROPOSED ZONING R-3 MF RESIDENTIAL
- PROPOSED ZONING C-3 GENERAL COMMERCIAL

AREA "A" = 8.07 ACRES

AREA "B" = 8.95 ACRES

600' 0 600'

SCALE: 1"=600'

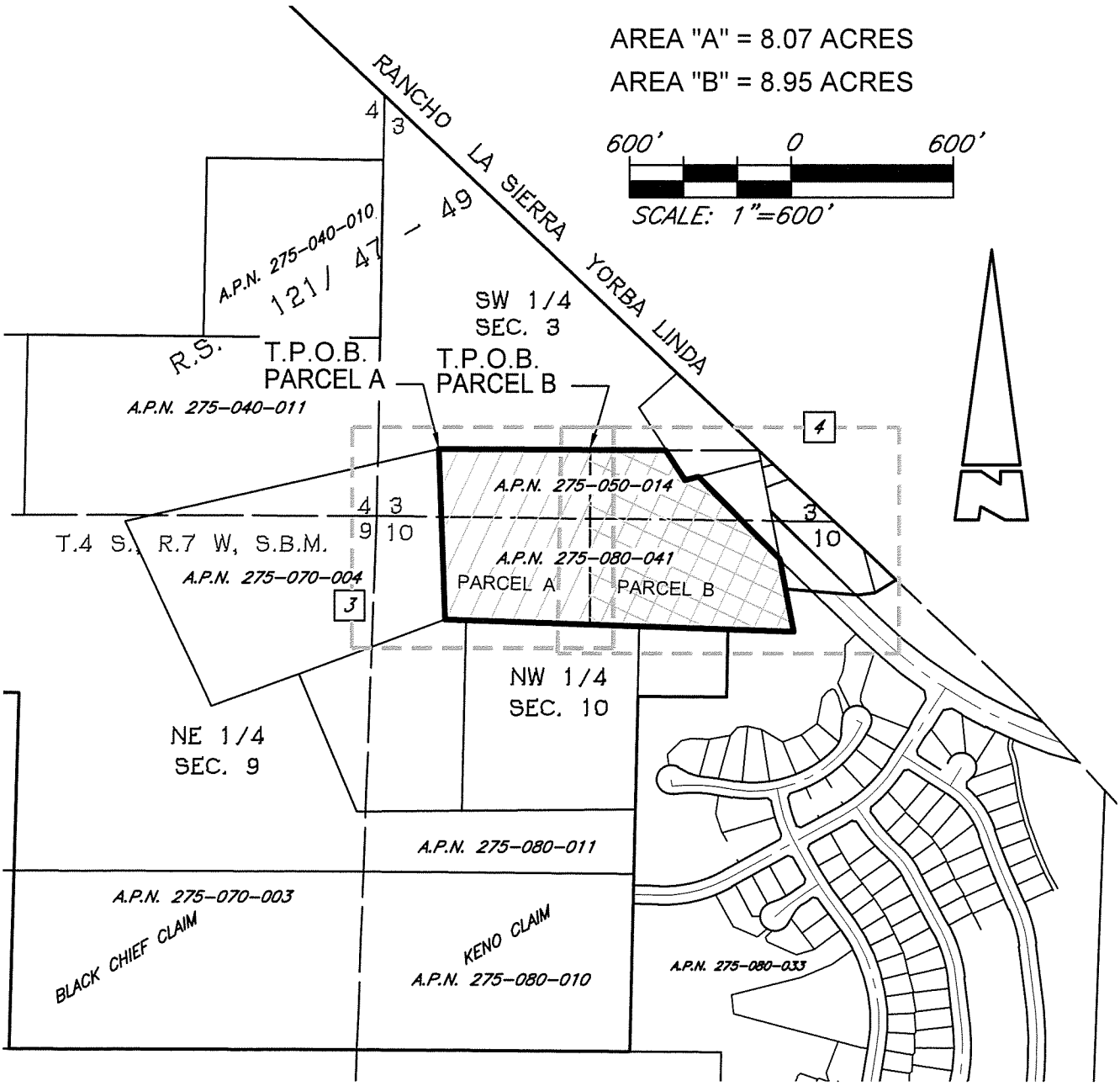


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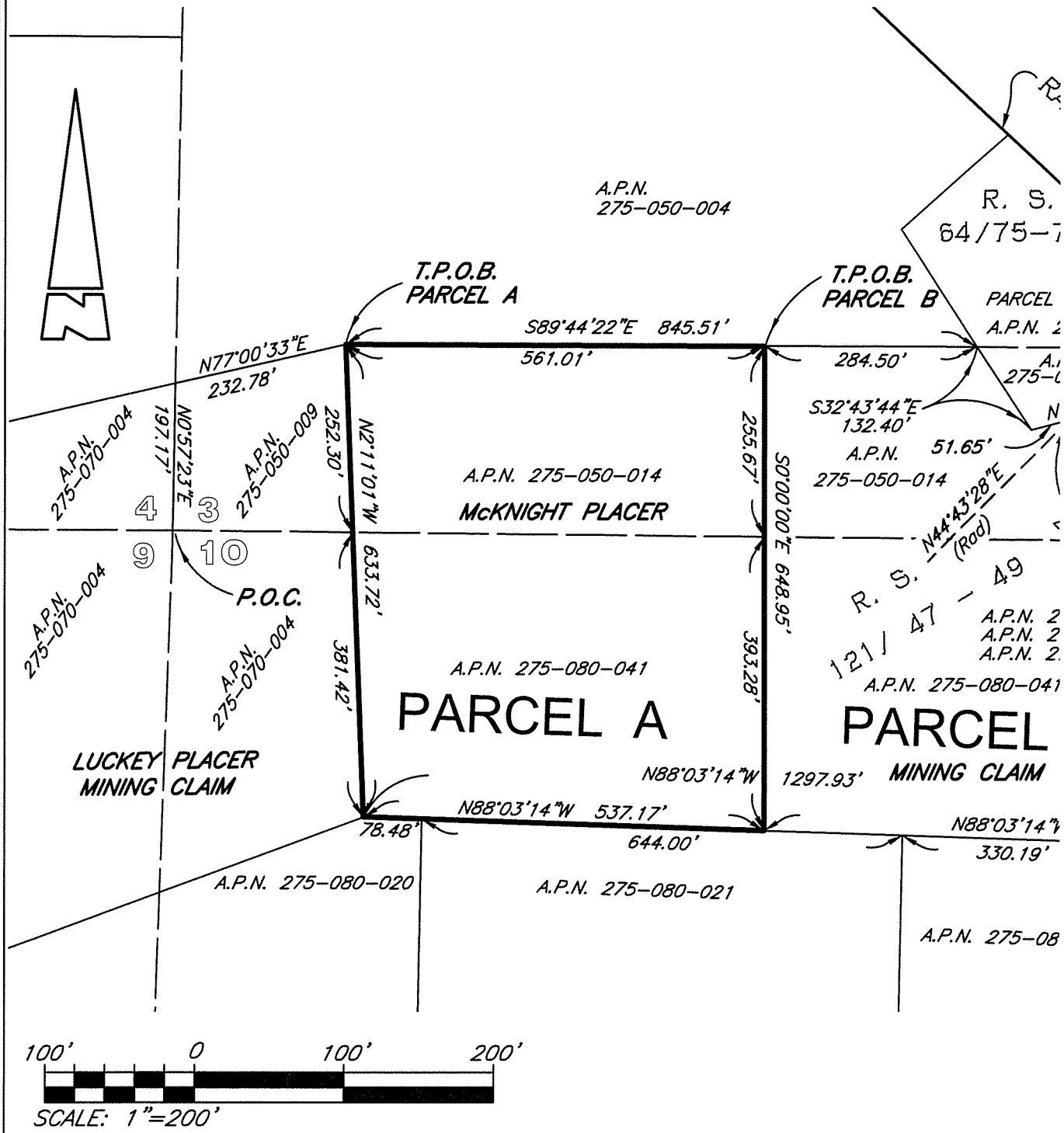
EXHIBIT "B"
CHANGE OF ZONE



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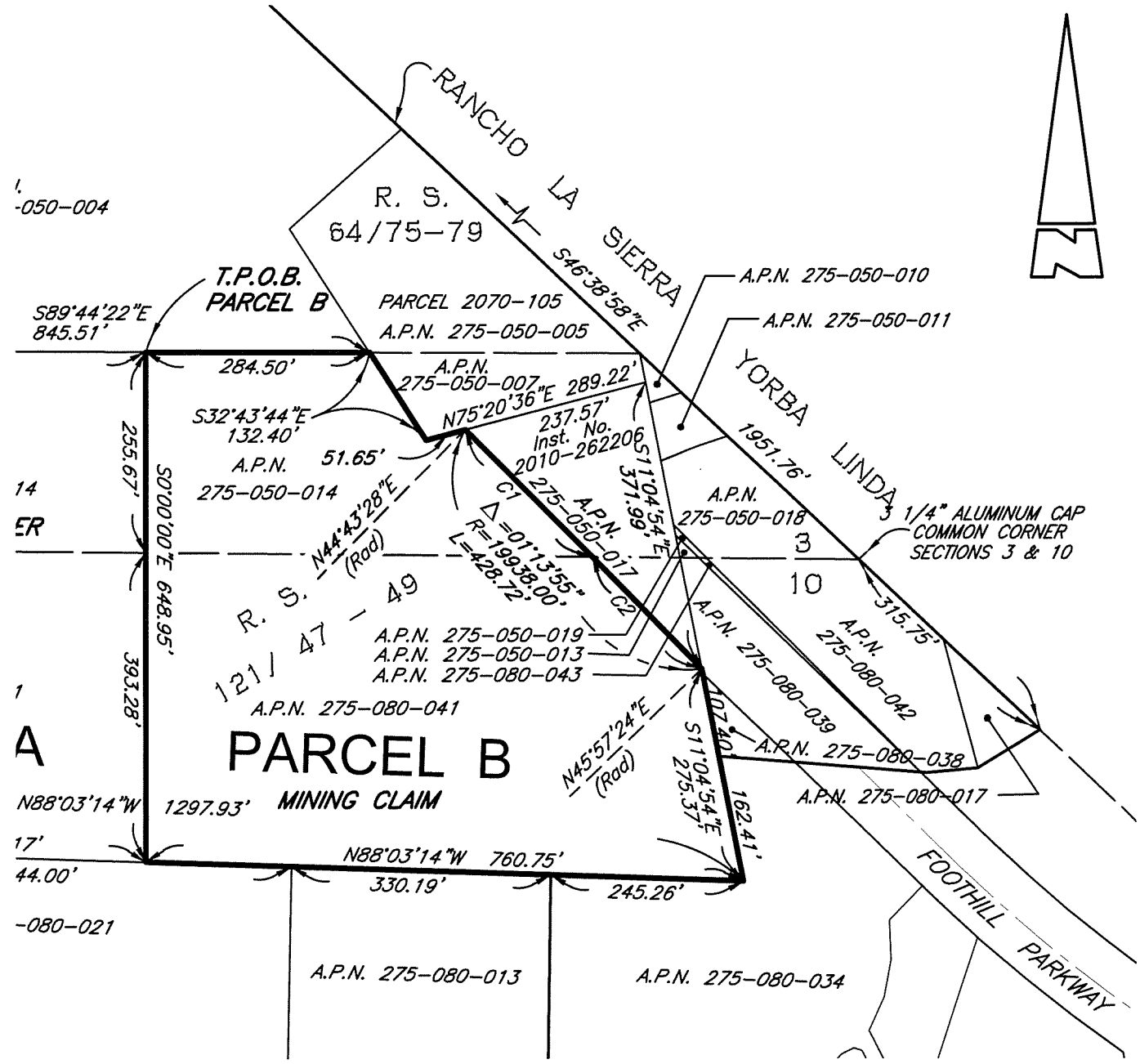
# EXHIBIT "B"
## CHANGE OF ZONE




| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C1 | 0°39'33" | 19938.00' | 229.39' |
| C2 | 0°34'22" | 19938.00' | 199.33' |

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**File #:** 21-0683

**PLANNING AND HOUSING COMMISSION**
**STAFF REPORT**

DATE: 7/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**TTM 37691**: Tentative Tract Map application to subdivide 17.02 acres into two lots for condominium purposes in the General Commercial and Multiple Family Residential zones proposed by Change of Zone 2020-0002, located on the west side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc., 110 N. Lincoln Avenue, Suite 202, Corona, CA 92882)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and APPROVAL of TTM 37691 to the City Council, based on the findings contained in the staff report and conditions of approval.

**PROJECT SITE SUMMARY**
**Area of Property:** 17.02 acres
**Existing Zoning:** A (Agricultural)
**Existing General Plan:** Low Density Residential (3-6 du/ac)
**Proposed General Plan:** Medium Density Residential (6-15 du/ac) on 8.09 acres and General Commercial on 8.95 acres
**Existing Land Use:** Vacant
**Proposed Land Use:** Commercial and Multiple Family Residential
**Surrounding Zoning/Land Uses:**
**N:** R-1-7.2 zone (Single Family Residential)/undeveloped land
**E:** Foothill Parkway with R-1-7.2 and R-1-8.4 zones (Single Family Residential) located beyond
**S:** Agricultural zone/commercial nursery and Open Space (OS) zone/open space land
**W:** Agricultural zone/undeveloped land

## BACKGROUND

Site History

The project site is comprised of two undeveloped parcels totaling 17.02 acres, which are located on the southwest side of Foothill Parkway at Chase Drive. The parcels were annexed into the City of Corona in 2018 with the Skyline Heights annexation and were given an A (Agricultural) zoning and a Low Density Residential (LDR) general plan designation. The Agricultural zone permits a variety of agricultural uses, and residential uses when ancillary to a primary agricultural use. The LDR general plan designation permits residential development to occur at a density ranging from 3 to 6 dwelling units per acre (du/ac).

The project site is currently undeveloped and has an approximately 130-foot-high manufactured slope with terrace drains bordering Foothill Parkway to the east. The site is bordered by undeveloped land to the north, west, and south. A commercial nursery borders the site to the southwest and currently has vehicular access through the project site from Foothill Parkway. The Skyline Heights residential subdivision, TTM 36544, is located generally west of the project site.

Project Background

Tentative Tract Map 37691 (TTM 37691) is a proposal to subdivide the project site into two (2) lots. The purpose of the subdivision is to facilitate the development of a horizontal mixed-use project the applicant is proposing. The subdivision proposed by TTM 37691 is shown in Exhibit 2.A. Lot 1 is 8.95 acres and is intended for the development of 25,715 square feet of commercial uses. Lot 2 is 8.07 acres and is intended for the development of 78 residential condominium homes.

In addition to TTM 37691, the proposed development will require approval of a General Plan Amendment (GPA2020-0003), Change of Zone (C2020-0002), Conditional Use Permit (CUP2020-0001), and Precise Plan (PP2020-0005).

The General Plan Amendment and Change of Zone establish a general plan designation and zoning appropriate for the project's proposed residential and commercial land uses. The General Plan Amendment changes the site's existing General Plan designation from Low Density Residential (LDR, 3-6 du/ac) to Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, and to General Commercial on 8.95 acres. The Change of Zone corresponds to the changes by GPA2020-0003 and proposes to change the site's existing A (Agricultural) zone to R-3 (Multiple Family Residential) on 8.07 acres, and C-3 (General Commercial) on 8.95 acres. The Conditional Use Permit (CUP) reviews the site plan and architecture proposed for the residential portion of the project; while the Precise Plan (PP) is needed to review and approve the commercial portion.

The project was initially reviewed by city staff as DPR2020-0003 and DPR2020-0008 in February and July 2020. The applicant formally submitted all five applications on October 2, 2020, including the tentative tract map. The applications were reviewed by staff at the Project and Environmental Review Committee meeting on October 22, 2020 and determined to be incomplete. The applicant subsequently submitted the revised application materials and pending technical studies, with the applications being deemed complete on June 15, 2021, at which time the project was scheduled for a July 12, 2021 Planning and Housing Commission review.

Infrastructure Committee and Community Meetings

The project was presented to the City Infrastructure Committee meeting on February 6, 2019. At that time, the project was only a design concept, and showed commercial uses across the entire 17 acres site. The uses included a three-story Class A office building, grocery store, farmers market, restaurants, retail and commercial service space, and a gas station. The plan also included outdoor space for events. Issues that were discussed at the meeting included noise emitting from the outdoor events, glare from the gas station signage, and establishing a connectivity from the project site to nearby trails. The Committee encouraged community outreach to be conducted with the Orchard Glen residences to the south of the project site and with the residences located in the Chase Drive area to the east. Overall, the Committee was receptive to the concept, and the project received support from the members of the public who attended the meeting.

The currently proposed commercial area does not include the original concept's gas station. As a result, the community concerns with the gas station and glare from the illumination of the station's pylon signs is moot. All project identification signs as currently proposed will not produce glare because they will be backlit. The conceptual signage plan is proposed as part of PP2020-0005.

With respect to trail connectively, the project is maintaining an existing trail access that is located along the northerly perimeter of the project site. TTM 36791 proposes to establish an easement over the portion of the trail that is within the boundaries of the project site. Additional discussions regarding the easement can be found under the PROJECT DESCRIPTION section of this report.

On November 11, 2020, the applicant conducted a community informational meeting through Zoom. The applicant sent flyers to properties located within a 1,000-foot radius from the project site. Attached as Exhibit 2.E is a copy of the flyer. Prior to this meeting, the applicant reached out to the public on social media websites, including Facebook and various trail websites, to obtain feedback on the project's design and uses. The applicant had also reached out to local businesses and business leaders for their input.

On December 2, 2020, the Infrastructure Committee was provided an update on changes that were made to the project by the applicant, including revisions to include 78 condominiums, and over 27,000 square feet of commercial and retail use, including a food hall and outdoor dining. The architecture for the commercial buildings had also been revised to reflect a style the applicant references as "mammoth rustic woods". The Committee expressed general support for the concept, while noting the importance of tying the project's architecture in with the mining history of the surrounding area.

## PROJECT DESCRIPTION

TTM 37691 proposes to create two lots on the project site. Lot 1 is 8.95 acres and will be developed for 25,715 square feet of commercial service, retail and food space. Lot 2 is 8.07 acres and will be developed for 78 residential condominium units. The site plan for the development is being reviewed under application PP2020-0005, but is attached to this report as Exhibit 2.C, for reference. The subdivision is designed with Lot 1 having frontage on Foothill Parkway and Lot 2 located to the

west of Lot 1, which is also to the rear of Lot 1. Lot 2 has no street frontage or direct access from Foothill Parkway. Per Corona Municipal Code Section 17.99.060, a minor variance may be granted by the Zoning Administrator to allow a lot to have access from a street via another property. On March 29, 2021, the applicant received Zoning Administrator approval of a minor variance (VMIN2021-0002) to allow Lot 2 to have access from the private access road being provided from Lot 1. The private access road on Lot 1 has direct access from Foothill Parkway.

The commercial zoning proposed for Lot 1 is C-3, which has no minimum lot area, width or depth requirement for newly created lots. The residential zoning proposed for Lot 2 is R-3 zone, which requires newly created lots to have a minimum lot area of 7,200 square feet plus a minimum lot width of 60 feet and a minimum lot depth of 100 feet. Lot 2 is capable of meeting the subdivision requirements for the R-3 zone. Table 1, below, summarizes the proposed subdivision.

**TABLE 1**
**TTM 37691 Lot Summary**

| Lot Number | Lot Area | Lot Width | Lot Depth | Proposed Use |
|---|---|---|---|---|
| 1 | 8.95 acres | 611 ft | 660 ft | Commercial |
| 2 | 8.07 acres | 649 ft | 549 ft | Residential Condominiums |
| TOTAL | 17.02 acres | | | |

The GC general plan designation that is proposed for Lot 1 has a Floor Area Ratio (F.A.R.) limit of 0.5. Based on the size of Lot 1 and the 0.5 F.A.R. limit, Lot 1 could have up to 194,931 square feet of floor area. The commercial development that is planned for Lot 1 does not exceed this limit, as it has a total floor area of 25,715 square feet. Also, the MDR general plan designation that is proposed for Lot 2 permits a residential density ranging from 6-15 du/ac. The 78 units that are proposed within Lot 2 would yield a density of 9.66 du/ac, which does not exceed the MDR's maximum allowable density of 15 du/ac. Therefore, the lots proposed by TTM 37691 are suitable for the development proposed on the project site.

**Easements**

With the recordation of TTM 37691, several existing easements on the project site will either be protected in place or vacated as necessary. TTM 37691 also proposes to establish several new easements on the site. The more pertinent easements are highlighted below.

- **Easements A and B** are for access purposes, and are being established over the project's main access, which is designed as a 54-foot-wide private street. The street is centrally located on the project site and will provide vehicular access from Foothill Parkway to Lots 1 and 2. Easements A and B will also include the parking lot drive aisles within the Lot 1 commercial development, and the project's emergency access roads.
- **Easement D** is for access purposes and will be established over an emergency road located along the southerly perimeter of the site, which provides access from Foothill Parkway to three undeveloped properties that are landlocked to the west and southwest of the project site (APNs 275-070-004, 275-070-009, and 275-080-020). The three properties are owned

by Mr. Bu Lee.

- **Easement E** is also for access purposes, and will provide access from Foothill Parkway to the adjacent property (APN 275-080-021) located to the south of the project site. The adjacent property contains a commercial nursery, is landlocked by other properties, and currently takes access from Foothill Parkway through the project site.
- **Easement F** is located along the northerly perimeter of the site and extends from Foothill Parkway to the western limits of the project site. Easement F will be established over a new paved road to be constructed along the north side of a new 2:1 slope and retaining wall. The road is intended to provide the project's homeowner's association and/or property owners association access to the slope and retaining wall for maintenance purposes. The road will also provide the public with trail access into the Cleveland National Forest. The road/trail will transition into a dirt path at the western limits of the project site.

**Access and Public Improvements**

The project site will have vehicular access from Foothill Parkway via a new 54-foot-wide private street. The private street bisects Lot 1 and terminates at Lot 2. The private street is aligned with Chase Drive on the north side of Foothill Parkway to create a four-way signalized intersection. The street will have an 8-foot-wide raised center median with one westbound lane and one eastbound lane, curb and gutter, and a 5-foot wide sidewalk on both sides of the road.

Foothill Parkway is classified as a secondary 4-lane street per the General Plan. The section of Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 to 113 feet and is improved with 78 feet of paved roadway width. The southwesterly side of the street adjacent to the site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widened by an additional two (2) feet, to accommodate a new dedicated right-turn lane, which will allow for right turns from Foothill Parkway into the project.

A 28-foot-wide emergency access road is proposed at the southeasterly corner of the site to provide a second point of access for the project. The road also provides access to the neighboring properties to the west and southwest, which currently take access through the project site. The access road entrance is off-site and located within an adjacent city-owned property that fronts Foothill Parkway. Also, a portion of the entrance encroaches into open space property that is maintained by the HOA of the Orchard Glen residential community located south of the project site. A Condition of Approval will require the applicant to acquire the city-owned property, or obtain an easement from the city for the off-site entrance. The applicant also needs to obtain an easement from the Orchard Glen HOA, to allow for the encroachment into their open space.

The project warrants the construction of a new Zone 5 water reservoir to supply the necessary water storage to meet the project's fire flow needs. Based on the project's preliminary water study, the size of the water reservoir is required to hold at least 1.0 million gallons of water and would need to be constructed near the project site and at an elevation of 1380 feet above mean sea level. The applicant has the option of constructing the water reservoir or paying a fair-share cost towards the construction of a new 2.5-million-gallon water reservoir, which would be constructed by the City. The fair-share cost will be determined upon the City's approval of a final water study and is required to

be guaranteed prior to map recordation. The reservoir is required as a condition of approval (Public Works Condition No. 51).

If the applicant elects to participate with the City in the construction of the water tank and the project is constructed before the City completes the construction of the water tank, the City's Department of Water & Power has determined that the City's existing potable water pumping facilities located in Zone 3, which is located within the Sierra Bella community, are capable of delivering the project's required fire flow in the interim.

**ENVIRONMENTAL ANALYSIS**

An Initial Study (IS) prepared for the project identified that the project could result in potentially significant impacts to the environment in the areas of geology, biological resources, hazardous materials, cultural resources, and tribal cultural resources. However, the IS identified that all the project's potentially significant impacts are capable of being mitigated to less than significant. Therefore, per Section 15070 of the California Environmental Quality Act (CEQA) Guidelines and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration (MND) was prepared for the project. Based on the measures in the project's MND, there is no substantial evidence, in light of the whole record before the City, that the project would have a significant or potentially significant effect on the environment. The Mitigated Negative Declaration is recommended for adoption (Exhibit 3).

The project site contains a USGS blueline stream along the northern perimeter of the site. The blueline stream is considered "jurisdictional", and subject to certain permits from the Army Corp of Engineers and California Department of Fish & Wildlife if development encroaches into or disturbs the blueline stream. The design of the project avoids the blueline stream; therefore, no jurisdictional permits are required.

**FISCAL IMPACT**

The applicant has paid applicable application processing fees.

**PUBLIC NOTICE AND COMMENTS**

A 20-day public notice was mailed to all property owners within a 1,000-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. It should be noted that the city's public noticing radius requirement is 500 feet. However, the applicant elected to increase the noticing radius to a conservative 1,000 feet in order to include the nearest residential properties that are located beyond Foothill Parkway to the east of the project site, and in the Orchard Glen community located south of the project site.

As of the preparation of this report, the Community Development Department received a response from Mr. Bu Lee who is the owner of the three vacant properties that are landlocked behind the project site, to the west and southwest. Mr. Lee voiced his concerns regarding the access road the applicant is proposing to construct on the project site, to provide access from Foothill Parkway to Mr. Lee's properties. As discussed under the EASEMENT section of this report, the road is located along the southerly perimeter of the project site and provides access to Mr. Lee's properties, to the adjacent nursery to the south, and serves as an emergency road for the project site. The proposed

road width ranges from 12 feet to 28 feet. The easterly portion of the road extending from Foothill Parkway to the commercial parking lot is 28 feet wide. The portion that extends to the nursery is 20 feet wide. From the nursery access point to Mr. Lee's properties the road is 12 feet wide. Mr. Lee stated to staff that he would like the developer to provide him a wider road to accommodate two-way access.

**STAFF ANALYSIS**

TTM 36791 is intended to accommodate a mixed-use development consisting of 27,715 square feet of commercial space and 78 residential condominiums homes. The map is being processed for condominium purposes and the lots proposed by the tentative tract map conform to the subdivision standards established for the C-3 and R-3 zones. The lots are capable of accommodating the development's proposed density and F.A.R., as demonstrated by the applicant's companion applications, which include CUP2020-0001 and PP2020-0005. The project has adequate primary and emergency access from Foothill Parkway. The map also provides access to the adjoining properties and is sized appropriately based on the current use of the property. The construction of any missing public improvements associated with the project are guaranteed with the recordation of this map.

TTM 36791 is consistent with multiple General Plan goals and policies. It supports land use policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code. The map demonstrates this by proposing lots that are capable of accommodating the developments that are intended for the site. The project supports land use goal LU-7 and policy LU-7.1 by accommodating the development of additional housing with supporting commercial uses to meet the needs of Corona's residents. TTM 36791 is consistent with land use policy LU-7.4 by facilitating the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to schools, parks, trails, community meeting facilities and other comparable uses that provide supporting services. In conformance with parks and recreation policies PR-6.2 and PR-6.3, the project maintains trail access into the Cleveland National Forest while avoiding impacts to natural habitats. The project is required to provide adequate water storage to meet fire flow requirements, which complies with infrastructure and utilities policies IU-1.5 and IU-1.9.

Furthermore, TTM 36791 supports recent state legislation that address the state's current housing shortage by providing housing opportunity to help accommodate growth in the City.

The Planning Division recommends approval of TTM 36791 based on the following findings of approval and conditions of approval attached in Exhibit 2.B.

# FINDINGS OF APPROVAL FOR TTM 36791

1. An initial study (environmental assessment) has been conducted by the City of Corona to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects in the environment, but:

    a. *The project applicant has agreed to revise the project to avoid significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur,*

*as reflected in the Conditions of Approval (Exhibit 2.B) and Mitigation Monitoring and Reporting Program.*

b. *There is no substantial evidence before the City that the revised project would have a significant effect.*

2. None of the conditions provided in Section 66474 of the California Government Code exists for the following reasons:

   a. *TTM 36791 proposes to subdivide 17.02 acres for condominium purposes and creates one 8.95-acre lot for commercial purposes and one 8.07-acre lot for the development of 78 residential condominium units. The commercial development proposed in Lot 1 has a total floor area of 27,715 square feet, which does not exceed the Floor Area Ratio limit of 0.5 established by the General Plan designation of General Commercial. The residential development proposed in Lot 2 yields a density of 9.66 du/ac, which does not exceed the maximum density of 15 du/ac established by the General Plan designation of Medium Density Residential. Also, the project is in accordance with the goals and policies of the General Plan, specifically Land Use policies LU-5.9, LU-7, LU-7.1, and LU-7.4; Infrastructure and Utilities policies IU-1.5 and IU-1.9; and Parks, Recreation, Cultural Arts, and Education policies PR-6.2 and PR-6.3.*

   b. *TTM 36791 facilitates the development of a residential and commercial mixed-use development that is designed in accordance with the standards imposed by the respective zoning for the project, the Corona Municipal Code, and General Plan.*

   c. *The site is suitable for the type of development proposed for the lots that are being created by TTM 36791, and provides for adequate access from Foothill Parkway.*

   d. *The site is physically suitable for the proposed density of the map. TTM 36791 proposes a density of 9.66 du/ac for the residential development, which does not exceed the maximum density limit of the General Plan for the Medium Density Residential designation. Also, the commercial development does not exceed the General Plan's FAR limit for the General commercial designation.*

   e. *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat because the project's initial study has determined that potential environmental impacts are capable of being mitigated to less than significant levels.*

   f. *The proposed subdivision will not result in adverse impacts to public health, safety or general welfare because the project is designed in accordance with design standards that are in place to ensure the orderly development of the project site and the improvements associated with the project, which adequately meet all development standards and can accommodate structures that meet all Building Code and Fire Department standards.*

*g. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because easements are being vacated or relocated elsewhere on the project site.*

3. Pursuant to California Government Code Section 66473.5, consistency with applicable General Plan or Specific Plan exists for the following reasons:
   *a. TTM 36791 proposes to subdivide 17 acres for the purpose of creating one 8.95-acre lot for commercial purposes and one 8.07-acre lot for the development of 78 residential condominium units. The commercial development proposed in Lot 1 has a total floor area of 27,715 square feet, which does not exceed the Floor Area Ratio limit of 0.5 established by the General Plan designation of General Commercial. The residential development proposed in Lot 2 yields a density of 9.66 du/ac, which does not exceed the maximum density of 15 du/ac established by the General Plan designation of Medium Density Residential.*

   *b. As analyzed in the Analysis section, the project is consistent with several General Plan goals and policies related to LU-5.9, LU-7, LU-7.1, LU-7.4, LU-7.8, IU-1.5, IU-1.8, IU-1.9, PR-6.2, and PR-6.3.*

4. Pursuant to California Government Code Section 66474.6, the discharge of waste from the proposed subdivision into existing community sewers would not result in violation of existing requirements presented by the Santa Ana Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code for the following reason:
   *a. The amount of discharge to be produced by the development does not exceed the limit established by the Santa Ana Regional Water Quality Control Board as monitored by the city's Department of Water and Power.*

5. The project is in conformance with the standards of the proposed C-3 and R-3 zones for the following reason:
   *a. The subdivision design proposed by TTM 36791 is consistent with the development standards that apply to the project site, including lot area, width, and depth requirements.*

6. The proposal is in conformance with Title 16 (Subdivisions) of the Corona Municipal Code for the following reasons:
   *a. The proposed map meets the city's subdivision standards for lot area, width, and street access.*

   *b. All required and necessary public improvements are guaranteed with this subdivision as provided by the Conditions of Approval.*

7. The subdivision is consistent with:
   *a. Regulations adopted by the State Board of Forestry and Fire Protection pursuant to Section 4290 of the Public Resources Code requiring minimum fire safety standards related to defensible space for perimeters and access to all residential, commercial, and*

*industrial building construction in areas of state responsibility and very high fire hazard severity zones including building construction, road standards for fire equipment access, standards for street, road and building identification, minimum water supply reserves for emergency fire use, and fuel breaks and greenbelts, and education of the public regarding individual owner responsibilities under Section 4291 of the Public Resources Code.*

*b. Local ordinances certified by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.*

8. Structure fire protection and suppression services will be available for the subdivision through any of the following entities:
   *a. A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.*

   *b. The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4311, 4142, 4144 of the Public Resources Code.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

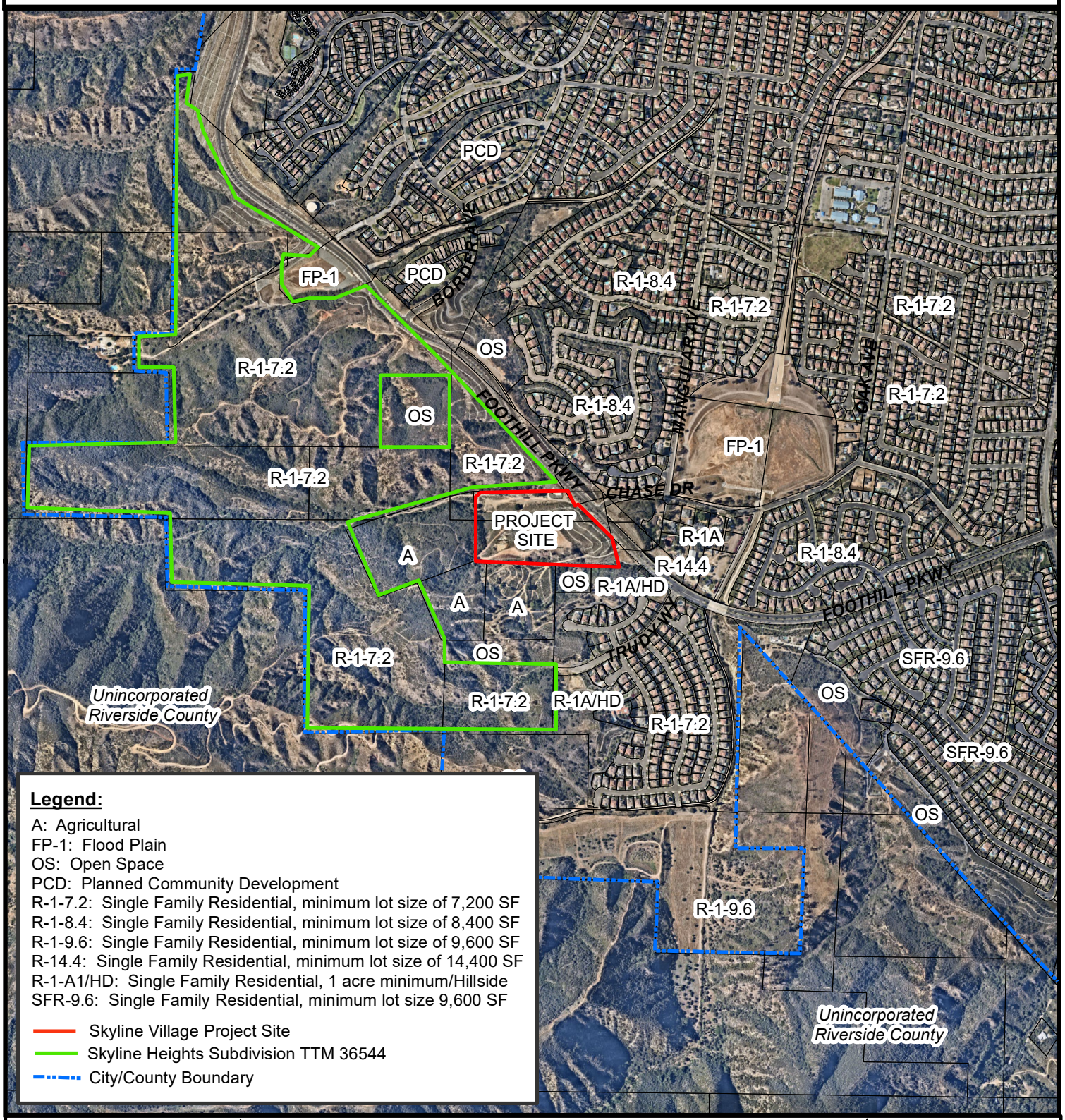
**REVIEWED BY:** JAY EASTMAN, PLANNING MANAGER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS
1. Locational and Zoning Map
2.A Tentative Tract Map 36791
2.B Conditions of Approval
2.C Site Plan proposed by PP2020-0005
2.D Applicant's letter, dated April 9, 2021, regarding the subdivision
2.E Neighborhood Informational Meeting Flyer
3. Environmental Documentation

Case Planner: Sandra Yang (951) 736-2262

# LOCATIONAL & ZONING MAP




**Legend:**

A: Agricultural
FP-1: Flood Plain
OS: Open Space
PCD: Planned Community Development
R-1-7.2: Single Family Residential, minimum lot size of 7,200 SF
R-1-8.4: Single Family Residential, minimum lot size of 8,400 SF
R-1-9.6: Single Family Residential, minimum lot size of 9,600 SF
R-14.4: Single Family Residential, minimum lot size of 14,400 SF
R-1-A1/HD: Single Family Residential, 1 acre minimum/Hillside
SFR-9.6: Single Family Residential, minimum lot size 9,600 SF

Skyline Village Project Site
Skyline Heights Subdivision TTM 36544
City/County Boundary

Date: 06/30/2021

GPA2020-0003, CZ2020-0002, TTM37691, PP2020-0005, & CUP2020-0001

EXHIBIT 1

DPR 2020-0003

# TENTATIVE TRACT MAP NO. 37691 (CONDOMINIUM)

IN THE CITY OF CORONA, COUNTY OF RIVERSIDE

AUGUST 2020

## LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO. 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIM, CONSISTING OF THE MC KNIGHT, LLOYD AND TIRO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, D.C. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K. 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS SOUTH 73° 16' EAST, 921.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO. 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO. 4, A PINE POST 4 INCHES SQUARE, MARKED K. 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 05' EAST 679.7 FEET TO CORNER NO. 1, THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS.

## UTILITY NOTES:

WATER: CITY OF CORONA DEPARTMENT OF WATER AND POWER
815 W. 6th STREET
CORONA, CA 91720
(909) 736-2321

SEWER: CITY OF CORONA DEPARTMENT OF WATER AND POWER
815 W. 6th STREET
CORONA, CA 91720
(909) 736-2321

POWER: SOUTHERN CALIFORNIA EDISON CO.
1351 E. FRANCIS
ONTARIO, CA 91761
(800) 930-8591

GAS: SOUTHERN CALIFORNIA GAS CO.
P.O. BOX 3003
REDLANDS, CA 92373
(800) 427-2200

PHONE: AT&T 1265 N. VAN BUREN ST., #180
ANAHEIM, CA 92807
(714) 666-5423

CABLE TV: TIME WARNER CABLE
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
(909) 975-3396

## LEGEND:

PROP. LOT LINE
EX. LOT LINE
EX. C/L
RECORD C/L
PROP. R/W
EX. R/W
EASEMENT
SETBACK
BOUNDARY

## ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## EASEMENTS:

ITEMS SHOWN HEREON WERE PLOTTED FROM RECORD DATA BASED ON SCHEDULE "B" DOCUMENTS FROM THE WESTERN RESOURCES TITLE COMPANY REPORT NO. 157301, DATED DECEMBER 1, 2020. PLOTTABLE EASEMENTS ARE INDICATED BY A △, NON-PLOTTABLE EASEMENTS ARE INDICATED BY A □.

A AN AGREEMENT FOR ACCESS AND MINING PURPOSES, IN FAVOR OF PACIFIC CLAY MANUFACTURING COMPANY, RECORDED MAY 6, 1902 IN BOOK 143, PAGE 66 OF DEEDS. (BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)

B A RIGHT OF WAY FOR DITCHES AND CANALS AS RESERVED BY THE UNITED STATES OF AMERICA IN THE PATENT RECORDED JULY 20, 1910 IN BOOK 6 OF PATENTS, PAGE 3. (BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)

C TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RIGHT OF WAY AGREEMENT", RECORDED FEBRUARY 5, 1980 AS INSTRUMENT NO. 23838 OF OFFICIAL RECORDS. (ACCESS RIGHT IN FAVOR OF PROPERTY OWER PORT PAR. 2070-105)

D,E AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262207. (TO BE ABANDONED & REDEDICATED)

D,E AN EASEMENT FOR SLOPE, DRAINAGE, AND TEMPORARY CONSTRUCTION AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO 262206. (TO BE VACATED/ABANDONED)

D,E VACATION OF A PORTION OF THE ACCESS EASEMENT (INSTRUMENT NO 262207) IN FAVOR OF THE PROPERTY OWNER, RECORDED JUNE 8, 2010 AS INSRUMENT NO 487787. (REMOVED)

D,E AN EASEMENT FOR SLOPE PURPOSES, WHICH INCLUDE THE RIGHT TO FOREVER CONSTRUCT, MAINTAIN, IMPROVE, ALTER, RELOCATE, INSPECT, OCCUPY AND USE A SLOPE OVER, UNDER, AND ACROSS THE SLOPE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93403. (TO BE VACATED/ABANDONED)

D,E AN EASEMENT FOR DRAINAGE PURPOSES, WHICH INCLUDE THE RIGHT TO LOCATE AND MAINTAIN ON THE DRAINAGE EASEMENT PROPERTY BOTH SUBTERRANEAN AND ABOVE-GROUND DRAINAGE IMPROVEMENTS AS MAY BE REQUIRED BY THE FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT PLANS, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93404. (TO REMAIN)

D,E AN EASEMENT FOR TEMPORARY CONSTRUCTION PURPOSES, WHICH INCLUDE THE RIGHT TO ENGAGE IN CONSTRUCTION, MAINTENANCE, AND RELATED ACTIVITIES OVER, UNDER, ALONG, AND ACROSS THE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93405. (REMOVED)

F A PROPOSED EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY (PLOTTED HEREON)

G A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF LOT 2 (PLOTTED HEREON)

H A PROPOSED EASEMENT FOR HOA MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

I A PROPOSED EASEMENT FOR FUEL MOD ACCESS AND MAINTENANCE PURPOSES (PLOTTED HEREON)

J A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF APN 275-080-021 (PLOTTED HEREON)

K A PROPOSED EASEMENT FOR PUBLIC TRAIL ACCESS IN FAVOR OF CITY OF CORONA (PLOTTED HEREON)

L A PROPOSED OFF SITE EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY PER SEPARATE INSTRUMENT. (SEE NOTE 1)

M A PROPOSED EASEMENT FOR TRAIL ACCESS IN FAVOR OF LOT 1 (PLOTTED HEREON)

N CITY R/W PROPERTY TO BE ACQUIRED BY DEVELOPER PER AGREEMENT WITH CITY OF CORONA (PLOTTED HEREON)

O A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 1 (PLOTTED HEREON)

P A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

Q A PROPOSED OFF SITE EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF TRACT 37691 PER SEPARATE INSTRUMENT. (SEE NOTE 1)

## OWNER

COREY A. ADDISON LIVING TRUST
10201 ELM AVE.
FONTANA, CA 92335
ATTN.: COREY ADDISON

## APPLICANT/DEVELOPER:

GF INVESTMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN.: CHRIS BOWEN

## ENGINEER:

KWC ENGINEERS
1880 CROMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TUNG, P.E.

## GENERAL NOTES:

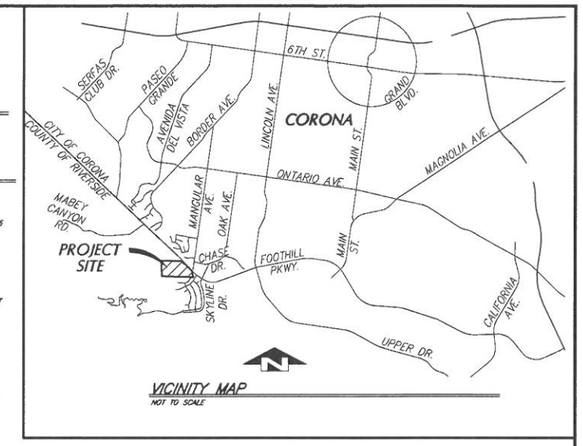
1. PREPARED: AUGUST 2020
2. TOTAL PROJECT GROSS ACREAGE: 17.02 AC.
3. EXISTING GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (3-6 DU/AC)
4. PROPOSED GENERAL PLAN DESIGNATION: MDR (6-15 DU/AC), GC
5. EXISTING LAND USE: AGRICULTURE
6. PROPOSED LAND USE: MDR (6-15 DU/AC), GC
7. EXISTING ZONING: AGRICULTURAL
8. PROPOSED ZONING: R-3 MF RES., C-3 GC
9. PROPOSED DENSITY (LOT 2): 9.66 DU/AC
10. ADJACENT LAND USE:
    NORTH:
    GENERAL PLAN - LDR
    ZONING - R1-7.2 (7,200 SF MIN)
    EXISTING USE - VACANT
    SOUTH:
    GENERAL PLAN - LDR
    ZONING - AGRICULTURE
    EXISTING USE - AGRICULTURE
    EAST:
    GENERAL PLAN - LDR
    ZONING - R1-7.2, R1-8.4, R1-9.6
    EXISTING USE - RESIDENTIAL
    WEST:
    GENERAL PLAN - LDR
    ZONING - AGRICULTURE
    EXISTING USE - VACANT
11. THOMAS BROTHERS GUIDE: RIVERSIDE COUNTY, PAGE 772, GRID J3
12. ALL EXISTING EASEMENTS AND IRREVOCABLE OFFERS OF DEDICATION THAT AFFECT THE PROPERTY BEING SUBDIVIDED ARE SHOWN ON THIS TENTATIVE TRACT MAP.
13. ALL EXISTING EASEMENTS ARE TO REMAIN IN THEIR DESIGNATED LOCATIONS UNLESS NOTED OTHERWISE.
14. THE SUBJECT PROPERTY IS WITHIN A SANTA ANA RIVER WATERSHED.
15. THE SUBJECT PROPERTY IS WITHIN AN UNMAPPED FLOOD ZONE X.
16. ALL PARTIES HAVING A BENEFICIARY INTEREST IN THE PROPERTY BEING SUBDIVIDED ARE AWARE OF AND CONSENT TO THE FILING OF THIS TENTATIVE TRACT MAP.

## STREET FRONTAGE LENGTH

FOOTHILL PARKWAY = 560 LF

## NUMBERED LOT:

| LOT NUMBER | PROPOSED GROSS AREA | PROPOSED ZONING |
|---|---|---|
| 1 | 8.95 AC | C-3 GC |
| 2 | 8.07 AC | R-3 MF RES |
| TOTAL | 17.02 AC | - |

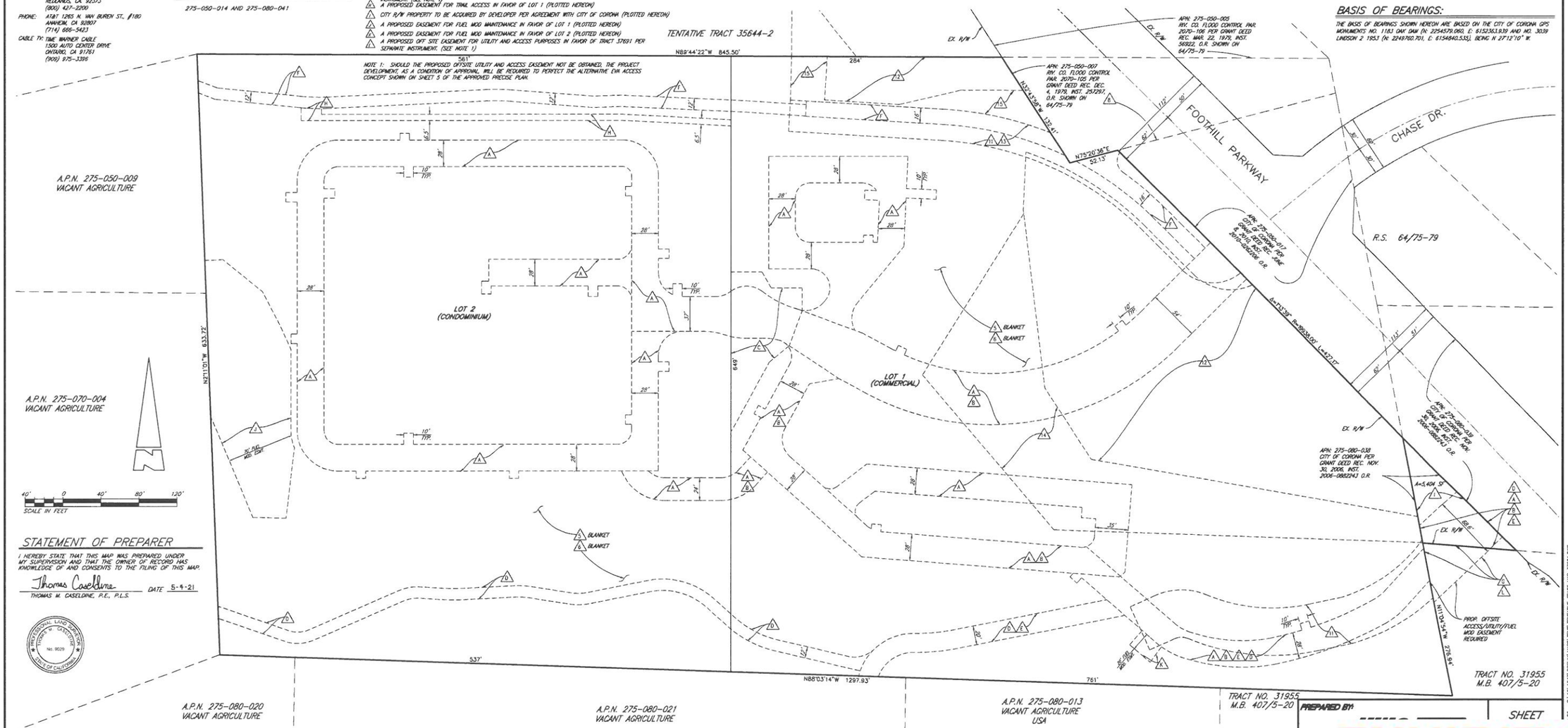



VICINITY MAP
NOT TO SCALE

VICINITY MAP

## BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON ARE BASED ON THE CITY OF CORONA GPS MONUMENTS NO. 1183 OAK DAM (N: 2254579.060, E: 6152363.939 AND NO. 3039 LINDSON 2 1953 (N: 2249760.701, E: 6154840.533), BEING N 27°12'10" W.




## STATEMENT OF PREPARER

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

Thomas Caseldine DATE 5-4-21
THOMAS M. CASELDINE, P.E., P.L.S.

PROFESSIONAL LAND SURVEYOR THOMAS M. CASELDINE No. 9029 STATE OF CALIFORNIA

DATE OF LATEST REVISION: 05/3/2021

PREPARED BY:

SHEET

EXHIBIT 2.A

# Project Conditions
## City of Corona

**Project Number: TTM2020-0001**

Description: **TTM 37691 (SKYLINE VILLAGE) SUBDIVIDE 17.02 AC. INTO 2 LOTS**

Applied: **10/2/2020**

Approved:

Site Address: **FOOTHILL PARKWAY AND CHASE DR CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant:

,

Parent Project: **DPR2020-0003**

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **BUILDING** | **Dana Andrews** |

1. BUILDING DEPARTMENT CONDITIONS

   1. Construction documents shall be prepared in accordance to current applicable Building Codes (2019 CA Bldg. Codes) & Construction Standards.

| FIRE | Cindi Schmitz |
|---|---|

1. Plans shall show a minimum drive width of 28 feet.
2. Show two (2) all weather surface access ways to be approved by the Fire Marshal and construct the access way(s) to accommodate 70,000 lbs. gross vehicle weight during all phases of construction.
3. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).
4. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer.
5. A minimum fire flow of 2500 gallons per minute at 20 psi shall be provided for multi-family dwellings.\r\r
6. A minimum fire flow of 3000 gallons per minute at 20 psi shall be provided for commercial structures.\r\r
7. Fire hydrants are to be spaced a maximum 250 feet apart.\r\r

| PLANNING | Sandra Yang |
|---|---|

1. TTM 36791 shall be recorded prior to the issuance of any building permit.
2. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
3. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration prepared for the Skyline Village mixed-use project.

| PLANNING | Sandra Yang |
|---|---|

4. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
5. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.
6. The developer shall avoid direct and indirect impacts to the sensitive areas identified as Feature A in the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services, dated December 17, 2020. In addition, the developer shall place a conservation easement, deed restriction, or other similar mechanism as accepted by the Community Development Department over the avoided areas (Feature A) within the project site for the purpose of protecting the avoided areas in perpetuity. The conservation easement, deed restriction, or acceptable similar mechanism shall be established prior to or at the time of map recordation.

| PUBLIC WORKS | |
|---|---|

1. The Public Works and the Departments of Water and Power, Maintenance and Parks and Landscaping Conditions of Approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department Land Development Section. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail.
2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.
3. Prior to map recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed subdivision will not unreasonably interfere with the use of any easement holder of the property.
4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required.
5. The submitted tentative tract map shall correctly show all existing easements, traveled ways, and drainage courses. Any omission or misrepresentation of these documents may require said tentative tract map to be resubmitted for further consideration.
6. The tentative tract shall be recorded as one final tract map, and shall be developed as one tract. Financial security shall be provided for all improvements prior to final tract map approval.
7. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City.
8. Prior to approval of the Final Map, the applicant shall vacate excess right-of-way and acquired APN 275-080-038 from the City of Corona as shown on the tentative map.



(Continued on next page)

**PUBLIC WORKS**

9. Prior to Final Map approval, the applicant shall provide access easement(s) and/ or record a covenant to provide an irrevocable offer of access easement(s) for the adjacent land owners that access through this project's site (includes APNs 275-050-009, 275 -070-004, 275-080-020, 275-080-021).
10. Prior to map recordation or approval of improvement plans, whichever occurs first, the applicant shall obtain all necessary easements for access and utilities located within APN 275-080-034 (Lot "Q" of Tract No. 31955). If unable to acquire said easements, the applicant shall construct the "Alternative EVA Access Concept" shown in the conceptual precise plan.
11. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances.
12. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.
13. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
    (a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
    (b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.
    (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

    Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the Public Works Director or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.
14. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall ensure that a homeowner's association and/ or property owner's association is established for the purpose of accessing and maintaining all private streets, shared facilities, and common areas, including but not limited to maintenance access roads, slopes, landscaping, shared private utilities, shared retaining walls, and storm drain. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Public Works Department and shall be recorded concurrently with the Final Map.
15. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
    a) All street and traffic facilities, including modifications, on Foothill Parkway.
    b) All drainage facilities including the catch basins at the project entrance.
    c) All required grading, including erosion control.
    d) All required sewer, water and reclaimed water facilities.
    e) All required landscaping.
    f) All under grounding of overhead utilities, except for cables greater than 32k volts.
16. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the Public Works Director.
17. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Public Works Department Land Development Section. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development. The study shall also address slope stability in the earthquake fault zone and mitigate any potential sliding.

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**PUBLIC WORKS**

18. The development contains property that is located within the Alquist Priolo Special Study Zone. Prior to issuance of any grading permits, the applicant shall submit a fault study to locate and classify any faults within the development for peer review and approval by the City. The applicant shall comply with all mitigation as specified in the fault study to ensure compliance with the Alquist Priolo Special Studies Act.
19. Prior to issuance of any grading permit, the applicant shall guarantee the construction of the scour countermeasures required for the protection of the channel, adjacent maintenance road and retaining walls. The hydrologic scour analysis and recommendations are subject to review and approval with the final design.
20. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.
21. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.
22. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.
23. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (Lepidospartum Squamatum) has been completed.
24. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners in all areas where grading is proposed to take place outside of the project boundaries.
25. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.
26. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.
27. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.
28. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.
29. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Public Works Land Development Section for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.
30. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.
31. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.
32. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.
33. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.
34. The project site or portion of it lies within a flood-prone area. Prior to approval of any grading permits, the applicant shall identify the flood hazard area and the elevation of the base flood. Prior to the issuance of a Certificate of Occupancy the applicant shall secure FEMA's approval for a Letter of Map Revision (LOMR) to incorporate the flood hazard area and base flood elevations for the flooding source on the Flood Insurance Rate Map (FIRM).

 (Continued on next page) 

**PUBLIC WORKS**

35. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.

36. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following:
1) The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site.
2) The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow.
3) All residential and non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue towards an approved public drainage facility.

37. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.

38. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Foothill Parkway, except at approved intersections.

39. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
a) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
b) A dedicated right-turn lane from Foothill Parkway onto Chase Drive will be provided for access into the project site.
c) The traffic signal shall be improved as required by the City Traffic Engineer.
d) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
e) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
f) Under grounding of existing and proposed utility lines.
g) Street lights.
h) All other public improvements shall conform to City of Corona standards.

40. The developer shall pave all streets and access roads having more than a 10 percent vertical grade with concrete subject to the approval by the Fire Department and Public Works Director.

41. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet, and the full signalized intersection at Chase Drive and Foothill Parkway, unless otherwise approved by the Public Works Director. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.

42. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Public Works Department.

43. Prior to acceptance of improvements, the Public Works Director may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.

44. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Department of Water and Power standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Department of Water and Power Directors.

45. Prior to map recordation or approval of improvement plans, whichever occurs first, the applicant shall obtain all necessary easements for offsite water and sewer facilities located with APN 275-080-034 (Lot "Q" of Tract No. 31955). If unable to acquire said easements, the applicant shall construct the "Alternative EVA Access Concept" shown in the conceptual precise plan.

46. Prior to issuance of any building permits, including model home permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Department.

 (Continued on next page) 

**PUBLIC WORKS**

47. Prior to issuance of the first Certificate of Occupancy, all weather access road(s) shall be provided to all sewer manholes not located within public right-of-way.
48. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.
49. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.
50. Prior to map recordation or approval of improvement plans, the applicant shall submit final detailed potable water, reclaimed water, and sewer studies as required by the Department of Water and Power. The studies shall be prepared by a registered civil engineer, and shall be submitted to the Public Works Department Land Development Division for review and approval. As required, the studies shall analyze the existing and proposed sewer and water facilities, including the capacity of the water system to meet fire flow demands. Results of the system analysis may require special construction for the potable water, reclaimed water, and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, water reservoirs, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Public Works Department and the Department of Water and Power.
51. Prior to map recordation, the application shall construct or guarantee the construction of a Zone 5 (1380-ft MSL) potable water reservoir as determined in the approved Final Water Study, subject to review and approval by the Department of Water and Power. Alternatively, the applicant can partner with the City to pay a fair-share towards a 2.5 million gallon (MG) reservoir, where the fair-share amount would be a percentage of the overall cost to develop the reservoir equivalent to the percentage of the reservoir storage required to serve the development of Tract 37691. The fair-share cost shall be paid to the City prior to map recordation. Prior to building permit issuance, the applicant shall purchase additional reservoir storage as needed, if the storage requirements for Tract 37691 increase.
52. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, potable water lines, sewer lines, potable water services, sewer laterals, reclaimed water services, double detector check assemblies, fire hydrants, and reduced pressure principle assemblies within the public right of way and-or easements.
53. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an on-site looped Zone 5, 12-inch ductile iron water main proposed by the water study or as required by the Department of Water and Power.
54. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an 8-inch public offsite gravity sewer main in Foothill Parkway from Chase Drive to the existing sewer system southeast of the development proposed by the sewer study, or as required by the Department of Water and Power.
55. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of 8-inch public onsite gravity sewer mains proposed by the sewer study, or as required by the Department of Water and Power.
56. The applicant shall dedicate easements for all public water, reclaimed water, and sewer facilities needed to serve the project in accordance the Department of Water and Power standards. The minimum easement width shall be 20 feet for one utility and 30 feet for more than one public utility facility unless otherwise approved by the Department of Water and Power. All public water, reclaimed water, and sewer facilities shall be provided a minimum 20 foot wide paved access road unless otherwise approved by the Department of Water and Power General Manager or their designee. Structures and trees shall not be constructed or installed within a public utility easement.
57. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Department of Water and Power and Fire Department.
58. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.
59. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.

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| PUBLIC WORKS | |
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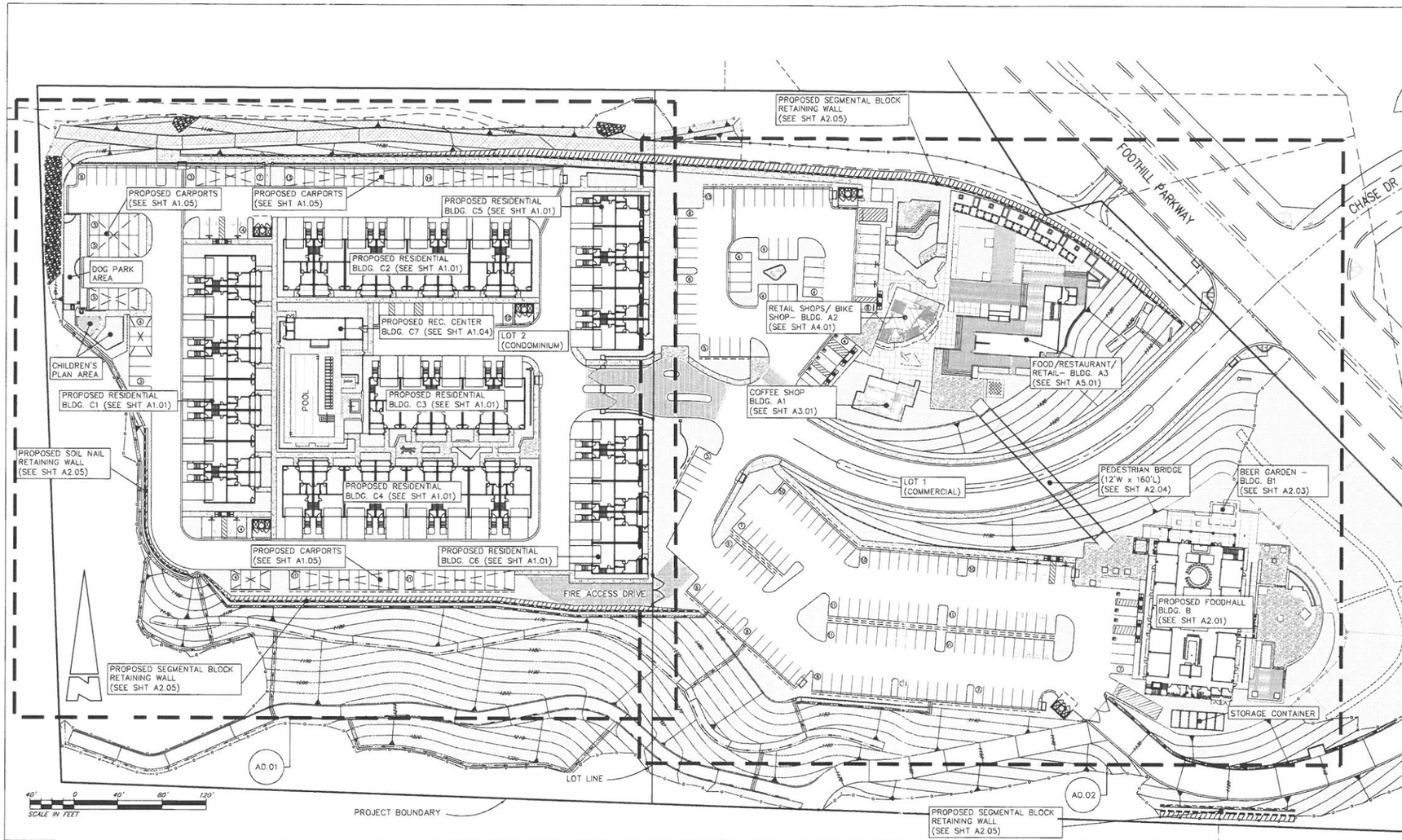
60. Static pressures exceeding 80 psi require an individual pressure regulator.
61. Reclaimed water shall be used for any construction activity unless otherwise approved by the Department of Water and Power General Manager or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.
62. Prior to map recordation the applicant shall annex the commercial property (Lot 1) and the residential property (Lot 2) into the City of Corona Community Facilities District 2016-3 (Maintenance Services), and the residential property into (CFD) 2016-1 (Public Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.
63. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is subject to association documents such as CC&Rs, and is within Community Facilities District(s) and will be subject to an annual levy. The disclosure statement shall be submitted for review and approval by the Public Works Department and shall be recorded concurrently with the final map.
64. Prior to issuance of a Certificate of Occupancy, all proposed parkway and slope landscaping specified with the tentative map exhibits or in these Conditions of Approval shall be constructed unless otherwise approved by the Public Works Director.
65. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.
66. Prior to map recordation, issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23, Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21, and Multiple Species Habitat Conservation Plan (MSHCP) mitigation fees per City Municipal Code 13.33. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.




## OVERALL SITE PLAN

1"=40'-0" | 09

## PROJECT SUMMARY

| | | |
|---|---|---|
| LOT 1 GROSS AREA = 351,800 SF (8.95 AC) | | |
| LOT 2 GROSS AREA = 389,736 SF (8.07 AC) | | |
| TOTAL GROSS AREA = 741,536 SF (17.02 AC) | | |
| BUILDING AREA = | 1.54 AC | 9.0% |
| PAVEMENT AREA = | 5.50 AC | 32.3% |
| LANDSCAPE/OPEN SPACE AREA = | 9.98 AC | 58.7% |
| TOTAL GROSS AREA = | 17.02 AC | 100.0% |

### LAND USE SUMMARY

| | |
|---|---|
| BUILDING A1 (COFFEE SHOP) | 1,568 SF |
| BUILDING A2 (RETAIL SHOPS/ BIKE SHOP) | 1,837 SF |
| BUILDING A3 (FOOD/ RESTAURANT) | 1,195 SF |
| BUILDING A3 (RETAIL SHOPS) | 1,200 SF |
| BUILDING B/B1 (FOODHALL-FOOD/BAR/PRODUCE) | 10,715 SF |
| BUILDING B (FOODHALL- SALON/SPA/OFFICE) | 9,200 SF |
| BUILDING C1-C6 (1 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C1-C6 (3 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C7 (POOL/RECREATION CENTER) | 1,400 SF |
| TOTAL: | 27,115 SF |

## BUILDING INFO / LAND USE | 01

### LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIM, CONSISTING OF THE MC KNIGHT LUCKEY AND TRIO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, DC. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS SOUTH 73° 16' EAST, 923.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO . 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO . 4, A PINE POST 4 INCHES SQUARE MARKED K 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 06' EAST 6797 FEET TO CORNER NO .1, THE POINT OF BEGINNING .

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

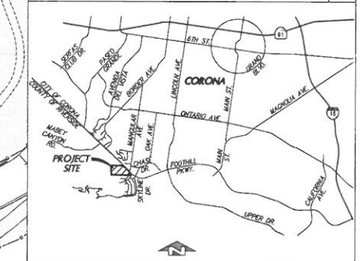
ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS

### ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## SITE INFO | 03




## VICINITY MAP | 04

### LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PROPOSED BUILDING LOCATIONS
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING - PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL - PAINTED
- RETAINING WALL - REFER TO CIVIL DRAWINGS

### OWNER

COREY A. ADDISON LIVING TRUST
10206 ELM AVE
FONTANA, CA 92335
ATTN.: COREY ADDISON

### APPLICANT/DEVELOPER:

GF INVESTSMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN.: CHRIS BOWEN

### ENGINEER:

KWC ENGINEERS
1880 COMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TAING, P.E.

### SOILS ENGINEER:

LGC GEO-ENVIRONMENTAL, INC.
27570 COMMERCE CENTER DR,
SUITE 128 TEMECULA, CA. 92590
(951) 297-2450
ATTN: MARK BERGMANN CEG

### ARCHITECT:

DETAILS
370 W. GRAND BLVD., 205
CORONA, CA. 92882
(951) 452-9467
ATTN: NORMAN PEREZ

## DIRECTORY | 10

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER MIKE C. TAING No. 64263 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

PROJECT NAME:

# Skyline Village

Tentative Tract Map 37691
City of Corona

SHEET TITLE

## OVERALL SITE PLAN

NOTICE: THE DESIGNS SHOWN AND DESCRIBED HEREIN, INCLUDING ALL TECHNICAL DRAWINGS, GRAPHICS, AND MODELS THEREOF, ARE THE PROPERTY OF KWC ENGINEERS. THESE DESIGNS ARE NOT TO BE COMMERCIALLY EXPLOITED IN WHOLE OR IN PART, WITHOUT THE WRITTEN PERMISSION OF KWC ENGINEERS. ADDITIONALLY, THESE DESIGNS ARE INTENDED FOR THE SPECIFIED APPLICATION ONLY AND ARE NOT REPRESENT IN-WALL OR HOLLOW CONDITIONS. CONDITIONS THE DESIGNER DOES NOT WARRANT IN ANY WAY THE SUITABILITY OF THE DESIGNS FOR OTHER PURPOSES AND IS NOT RESPONSIBLE FOR DAMAGES OR INJURIES RESULTING FROM OTHER USES OR MODIFICATIONS. THESE PLANS ARE THE PROPERTY OF THE DESIGNER AND ARE AVAILABLE FOR LIMITED REVIEW AND EVALUATION BY THE CLIENT, CONSULTANTS, CONTRACTORS, AND AGENCIES. REVISIONS, ADDITIONS, OR MODIFICATIONS TO THE DESIGNS, WHEN MADE BY OTHERS, ARE ACCEPTABLE, CONSTRUCTION SHALL STRICTLY CONFORM TO AND SHALL NOT EXCEED THE DIMENSIONS OF ANY PLAN.

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PROJECT NO.: 18.1847.1

LAST ISSUE DATE:

BY: _____ CHKD: _____

FILE: TOTAL-DWG.DWG

SHEET

R:\18\1847\PRELIM\MASTER\MASTER SITE PLAN\1847 ARCH PLAN.DWG

### BUILDING TABULATIONS - MULTI-FAMILY RESIDENTIAL

| 1 -UNIT BUILDING | GROSS AREA | 5 -UNIT BUILDING (C2, C3, C5, C6) | GROSS AREA | 8 -UNIT BUILDING (C1 & C4) | GROSS AREA | POOL/REC. CENTER BUILDING (C7) | GROSS AREA |
|---|---|---|---|---|---|---|---|
| ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | FIRST FLOOR | |
| DECK FLOOR SPACE | 1,157 SF | DECK FLOOR SPACE | 5,785 SF | DECK FLOOR SPACE | 9,256 SF | ROOM #1 | 920 SF |
| | | | | | | ROOM #2 | 325 SF |
| THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | RESTROOMS | 123 SF |
| LIVEABLE FLOOR SPACE | 1,253 SF | LIVEABLE FLOOR SPACE | 6,265 SF | LIVEABLE FLOOR SPACE | 10,024 SF | UTILITY ROOM | 32 SF |
| | | | | | | TOTAL BUILDING AREA | 1,400 SF |
| SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | | |
| LIVEABLE FLOOR SPACE | 1,094 SF | LIVEABLE FLOOR SPACE | 5,470 SF | LIVEABLE FLOOR SPACE | 8,752 SF | | |
| FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | | |
| GARAGE & CLOSET SPACE | 501 SF | GARAGE & CLOSET SPACE | 2,505 SF | GARAGE & CLOSET SPACE | 4,008 SF | | |
| ENTRY FOYER TO MAIN UNIT | 80 SF | ENTRY FOYER TO MAIN UNIT | 400 SF | ENTRY FOYER TO MAIN UNIT | 640 SF | | |
| FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | | |
| LIVEABLE FLOOR SPACE | 639 SF | LIVEABLE FLOOR SPACE | 3,295 SF | LIVEABLE FLOOR SPACE | 5,272 SF | | |
| PATIO AREA | 131 SF | PATIO AREA | 655 SF | PATIO AREA | 1,048 SF | | |
| TOTAL FLOOR AREA | 3,587 SF | TOTAL FLOOR AREA | 17,935 SF | TOTAL FLOOR AREA | 28,696 SF | | |
| TOTAL PATIO/DECK AREA | 1,188 SF | TOTAL PATIO/DECK AREA | 6,440 SF | TOTAL PATIO/DECK AREA | 10,304 SF | | |
| TOTAL GROSS BLDG. AREA | 4,875 SF | TOTAL GROSS BLDG. AREA | 24,375 SF | TOTAL GROSS BLDG. AREA | 39,000 SF | | |

| PRIVATE OUTDOOR LIVING SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| STUDIO UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (133 SF/DU) | 5,109 SF | 1,950 SF |
| MAIN UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (1,153 SF/DU) | 45,123 SF | 1,950 SF |
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |

| COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| RECREATION FACILITIES -DOG PARK | 1,305 SF | - SF |
| RECREATION FACILITIES -ACTIVE CHILD PLAY AREA | 1,752 SF | - SF |
| RECREATION FACILITIES -POOL/REC. CENTER AREA | 11,939 SF | 7,800 SF |
| COMMON OUTDOOR SPACE[2] | 4,780 SF | 7,800 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |

| PRIVATE & COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |
| TOTAL PRIVATE/COMMON OPEN LIVING SPACE | 70,008 SF | 19,500 SF |

| COMMON OPEN SPACE LANDSCAPE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| REC. FACILITIES -DOG PARK (LANDSCAPE) | 1,305 SF | - SF |
| REC. FACILITIES -CHILD PLAY AREA (LANDSCAPE) | 1,040 SF | - SF |
| REC. FACILITIES -POOL/REC. CENTER AREA (LANDSCAPE) | 3,758 SF | - SF |
| COMMON OUTDOOR SPACE | 3,030 SF | 4,680 SF |
| TOTAL COMMON OPEN SPACE[3] | 9,133 SF | 4,680 SF |

FOOTNOTE:
1) 200 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 WITH NOT LESS THAN 25% OF THE TOTAL REQUIRED SPACE IS PROVIDED IN OUTDOOR LIVING SPACE CONTIGUOUS TO A DWELLING UNIT (I.E. 50 SF/DU)
2) 300 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 AND NOT LESS THAN 50% OF THE REQUIRED SPACE SHALL BE PROVIDED IN A SINGLE COMMON AREA WITH A MINIMUM DIMENSION OF 15 FEET AT ANY POINT
3) NOT LESS THAN 30% OF THE REQUIRED COMMON SPACE SHALL BE IN PERMANENT LANDSCAPING

| LOT COVERAGE CALCULATION LOT 1 - COMMERCIAL | | |
|---|---|---|
| LOT 2 AREA | 389,737 SF | |
| BUILDING FOOTPRINTS | 18,258 SF | |
| LOT COVERAGE % = | 4.68 % | |

| FLOOR AREA CALCULATION LOT 1 - COMMERCIAL | | |
|---|---|---|
| LOT 1 AREA | 389,737 SF | |
| BUILDING FLOOR AREA | 25,715 SF | |
| F.A.R. = | 6.60 % | |

### COMMERCIAL

| BUILDING | USES | GROSS FLOOR AREA (IN SQ. FT.) | REQUIRED PARKING RATIO | REQUIRED PARKING |
|---|---|---|---|---|
| BLDG. A1 | COFFEE SHOP | 1,568 | 1/100 | 16 STALLS |
| BLDG. A2 | RETAIL SHOPS/BIKE SHOP | 1,837 | 1/250 | 8 STALLS |
| BLDG. A3 | FOOD/RESTAURANT | 1,195 | 1/100 | 12 STALLS |
| BLDG. A3 | RETAIL SHOPS | 1,200 | 1/250 | 5 STALLS |
| BLDG. B/B1 | FOODHALL-FOOD/BEER GARDEN | 7,465 | 1/100 | 74 STALLS |
| BLDG. B | FOODHALL-DELI | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-RETAIL/PRODUCE | 1,250 | 1/250 | 5 STALLS |
| BLDG. B | FOODHALL-RETAIL/MECHANDISE | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-DAY SPA/NAIL SALON | 4,700 | 1/100 | 47 STALLS |
| BLDG. B | FOODHALL-OFFICE | 4,500 | 1/250 | 18 STALLS |
| | TOTAL: | 25,715 | | 193 STALLS |
| | | | PARKING PROVIDED (STANDARD STALLS): | 158 STALLS |
| | | | PARKING PROVIDED (ADA STALLS): | 8 STALLS |
| | | | PARKING PROVIDED (EV'S/EV'S/CP): | 27 STALLS |
| | | | TOTAL PARKING PROVIDED: | 193 STALLS |

| OVERALL BUILDING SUMMARY | | TOTAL BUILDING AREA | TOTAL BUILDING FOOTPRINT AREA | TOTAL LIVEABLE FLOOR AREA |
|---|---|---|---|---|
| BUILDING C1 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C2 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C3 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C4 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C5 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C6 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C7 | 0 UNIT | 1,400 SF | 1,400 SF | 1,400 SF |
| TOTAL: | 78 UNITS | 191,525 SF | 50,000 SF | 141,293 SF |

| LOT COVERAGE CALCULATION - LOT 2 - RESIDENTIAL | | |
|---|---|---|
| LOT 2 AREA | 351,800 SF | |
| BUILDING FOOTPRINTS | 50,000 SF | |
| LOT COVERAGE % | 14.21 % | |

### BUILDING TABULATIONS - COMMERCIAL

| OVERALL BUILDING SUMMARY | TOTAL BUILDING FOOTPRINT AREA | TOTAL BUILDING FLOOR AREA |
|---|---|---|
| BUILDING A1 | 2,491 SF | 1,568 SF |
| BUILDING A2 | 1,843 SF | 1,837 SF |
| BUILDING A3 | 2,395 SF | 2,395 SF |
| BUILDING B/B1 | 11,529 SF | 19,915 SF |
| TOTAL: | 18,258 SF | 25,715 SF |

| BUILDING B/1 - FLOOR AREA SUMMARY | |
|---|---|
| FIRST FLOOR | |
| USEABLE FLOOR AREA - FOOD/BEER GARDEN | 7,465 SF |
| USEABLE FLOOR AREA - DELI | 1,000 SF |
| USEABLE FLOOR AREA - RETAIL/PRODUCE | 1,250 SF |
| USEABLE FLOOR AREA - RETAIL/MECHANDISE | 1,000 SF |
| TOTAL FLOOR AREA (1ST FLOOR)= | 10,715 SF |
| SECOND FLOOR | |
| USEABLE FLOOR AREA - DAY SPA | 4,700 SF |
| USEABLE FLOOR AREA - OFFICE | 4,500 SF |
| TOTAL FLOOR AREA (2ND FLOOR)= | 9,200 SF |

### MULTIFAMILY

| BUILDING | USES | LIVEABLE SPACE (IN SQ. FT.) | PROPOSED UNIT COUNT | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO |
|---|---|---|---|---|---|---|---|
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. CONDO | 1,253 PER UNIT | 39 | 1.5 STALL/1 UNIT | 1 STALL/5 UNIT | 58.5 STALLS | 7.8 STALLS |
| BLDG. C1-C6 | 3 BDRM- 3-STORY RES. TOWNHOME | 2,618 PER UNIT | 39 | 2.5 STALL/1 UNIT | 1 STALL/5 UNIT | 97.5 STALLS | 7.8 STALLS |
| BLDG. C7 | POOL/RECREATION CENTER (1-STORY) | 1,400 | - | - | - | - | - |
| | TOTAL: | - | 78 | | | 156 STALLS | 15.6 STALLS |
| | | | | | PARKING PROVIDED (COVERED STALLS): | | 78 STALLS |
| | | | | | PARKING PROVIDED (GARAGE SPACES): | | 78 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED STALLS): | | 24 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | | 4 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED EV'S STALLS): | | 6 STALLS |
| | | | | | TOTAL PARKING PROVIDED: | | 191 STALLS* |

*NOTE: EXCLUDES 78 ADDITIONAL DRIVEWAY SPACES FOR HOMEOWNER USE

## PROJECT STATISTICS AND BUILDING TABULATIONS | 20

## PARKING SUMMARY | 15

EXHIBIT 2.C

737

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS

1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881
Tel: (951) 734-2130
Fax: (951) 734-9139
www.kwcengineers.com

April 9, 2021

City of Corona
Community Development Department
400 S. Vicentia Avenue
Corona, CA 92882

**Attention:** Sandra Yang, Senior Planner

**Regarding:** **Tentative Tract Map No. 37691 (DPR 2020-0003, DPR 2020-0008)**

Ms. Yang,

On behalf of GF Investments, Inc., I would like to take this opportunity to provide you with the essential subdivision information which will assist you in your evaluation of this proposed development. This information is as follows:

A. Subdivision Development Plan

The Tentative Tract Map provides for the orderly subdivision of 17.02 acres of vacant land situated in the hills southwest of the City of Corona in Western Riverside County. The property was previously annexed into the City of Corona per LAFCO Annexation No. 2017-06-2, City Ordinance No. 3257, City Resolution 2017-005 and 2017-006. A Zone Change and General Plan Amendment will also be processed concurrently with the Tentative Tract Map application to modify the land designation to MDR Residential with density of 6-15 DU/AC and General Commercial (GC). The proposed zoning will be amended to zoning designation of R-3 Multifamily Residential and C-3 General Commercial.

It is proposed to develop 78 units Residential Condo/Townhome Lots within the R-3 multifamily lot having an area of 8.07 acres and proposed project density of 9.66 du/ac. The multifamily lot will have a 1,400 sf pool and recreation building along with a small private dog park as amenities for the residential complex. It is also proposed to develop approximately 25,715 sf of commercial retail, restaurant, and office uses within the C-3 general commercial lot having a gross area of 8.95 acres. The F.A.R. for this commercial area is approximately 0.06. The project will be developed in two map recording phases but will be graded in one phase for earthwork balance purposes.

B. Streets

The primary access to the site is from Foothill Parkway which runs along the easterly property line. Foothill Parkway is designated as a Secondary Highway with approximately 72 feet of pavement within a 113 foot right-of-way. A private entry road is provided at the intersection of Foothill Parkway and Chase Drive which will lead into the commercial and multifamily lots. A 28 foot wide secondary emergency access road is provided to the southwest corner of the project that also connects to Foothill Parkway. All roadways and drive aisles shall be designed in accordance with City of Corona Standards and shall be provided in accordance with the Conditions of Approval for this project.

C. Domestic Water

The Tentative Tract Map 37691 will be served by the existing Zone 5 (1380' HWL) water system. The project site will have two main connection points to the City's existing domestic water system via a tie-in to the existing 16-inch DIP at the main entry road and at the secondary emergency access road. The proposed site will require construction or upgrade of the proposed Zone 5 Booster Pump Station having a firm pumping capacity of 500 gpm and having a fire rated pump to meet commercial fire flow needs of the project development. The booster pump station will be located at the northwest corner of Foothill Parkway and Border Avenue. This project will be responsible for the fairshare cost of the Zone 5 Booster Pump Station.

Onsite water facilities shall be constructed within the site to provide domestic service to each lot via 8-inch and 12-inch pipelines while providing the necessary minimum water pressures and shall be designed in accordance with the City of Corona Department of Water and Power 2012 Design Policy. The onsite facilities will also provide an acceptable level of fire protection to the development.

D. Recycled Water

The landscaped HOA areas within Tentative Tract Map 37691 will be served by the existing Zone 3 (1380' HWL) recycled water system. The project site will have water meters stub out along Foothill Parkway from the City's existing 16-inch recycled water pipe. Onsite irrigation pipelines will bring the water into the project to irrigate the project's HOA and POA landscaped areas. No onsite recycled water mains are proposed for this project.

E. Sanitary Sewer

The Tentative Tract Map 37691 is proposing a network of onsite 8-inch gravity sewer lines that will collect and convey the project's sewer flows to the City of Corona's existing sewer system to be treated. The projects sewer flows are tributary to the City's WWTP #1 located north of the project site at Railroad Street and Smith Avenue via the existing Sewershed 14 trunk sewer system. The proposed 8-inch gravity sewer will connect to the existing sewer trunk system at Trudy Way.

Onsite gravity sewer lines shall be constructed within the site to provide sewer service to each lot and shall be designed in accordance with the City of Corona Department of Water and Power 2012 Design Policy.

F. Storm Drainage

There is one existing canyon/ravine that run across the project site along the northerly property line. This canyon is shown as blue line streams according to the USGS Quad Maps and is unnamed. The tributary drainage to this stream is approximately 311 acres and currently drains to the Kroonen Canyon Channel and Oak Street Debris Basin located near Chase Drive and Mangular Avenue. This stream is proposed to be left natural but modifications will be made to the southerly channel embankment slope to channelize the streambed as part of the development grading. A system of storm drain pipes are proposed to collect and convey the runoff across the site to the designated discharge points

along this existing channel. The channel drains to an existing headwall inlet and underground storm drain system at the east side of Foothill Parkway. This existing storm drain line drains to the Oak Street Debris Basin located east of the project.

The project hydrology and storm drain system will be designed in accordance with recent City of Corona and Riverside County Flood Control & Water Conservation District's design requirements. The onsite storm drain pipes, laterals, catch basins, and inlet and outlet structures are to be publicly maintained by the City of Corona.

Thank you for your time and consideration. Please feel free to contact me via e-mail or on my cell at 951-901-5405.

Sincerely,

Mike C. Taing, P.E.
Director of Engineering

Enclosure

# NOVEMBER 11, 2020 - 6:30PM
# NEIGHBORHOOD INFORMATION MEETING

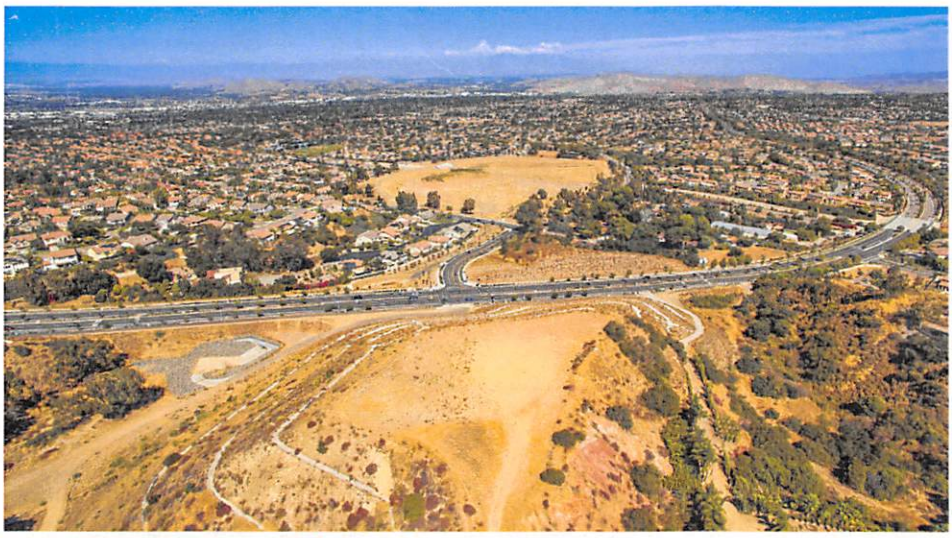
## Proposed Project "Skyline Village"

You are invited to learn more about the proposed development off Foothill/Chase road in south Corona. Please join us on our Covid-19 Friendly Zoom call on November 11th at 6:30pm for a presentation and questions/answer session about the new project.

Zoom Information_____

The proposed project is over 17 acres at the corner of Foothill & Chase and will be mixed-use commercial/residential. The commercial component will consist of a Food-hall that will host local Non-Franchised Eateries, Brew Pubs, Local Wine tasting, Day Spa, Coffee, Juice Bar, Bike Shop, Local Farmers Market Grocery/Deli, outdoor spaces with Firepits and creeks to enjoy our city and mountain view. The residential portion will consist of 78 rustic-modern designed Townhomes component with rooftop decks to take advantage of the amazing views.

skylinevillage



## Skyline Village

**Food Hall with Non-Franchised Eateries and Drinks**

**Corona's Very own Destination with city and mountain views**

**Rustic-modern Townhomes with roof top decks**

**Join us on November 11th at 6:30pm to find out more.**

**SKYLINE VILLAGE LLC**
110 N Lincoln Ave
Suite #202
Corona, CA 92882

skylinedrivevillage@gmail.com

EXHIBIT 2.E

# *CITY OF CORONA*
# *MITIGATED NEGATIVE DECLARATION*

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2020-0003:** General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**CZ2020-0002:** Change of Zone application to change the zoning on 17.02 acres from A (Agricultural) to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**TTM 37691:** Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**PP2020-0005:** Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**CUP2020-0001:** Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk:

_____

**EXHIBIT 3**

# CITY OF CORONA
# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
# FOR THE
# SKYLINE VILLAGE MIXED-USED PROJECT

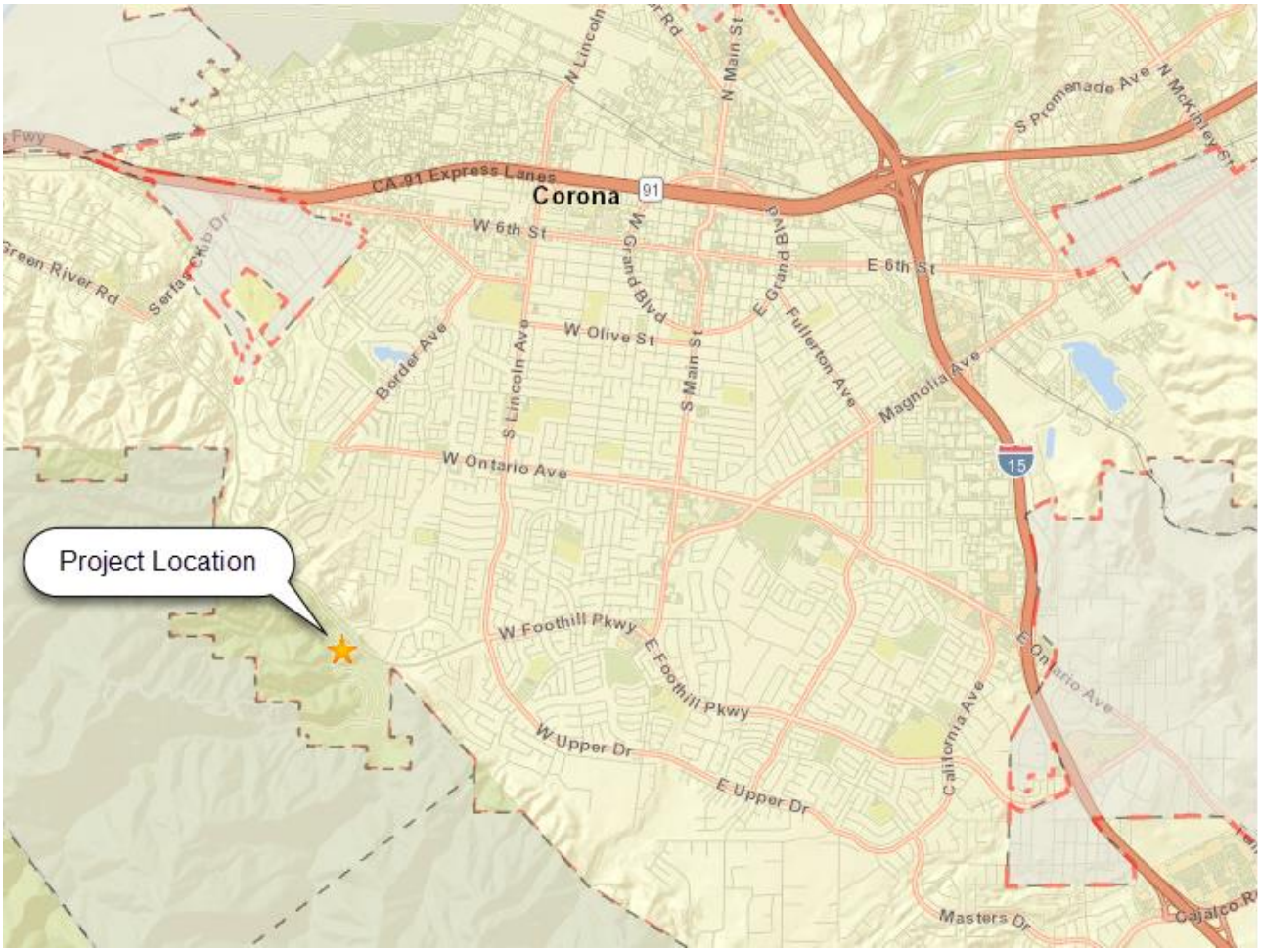
**PROJECT TITLE:** Skyline Village

- General Plan Amendment 2020-0003 (GPA2020-0003)
- Change of Zone 2020-0002 (CZ2020-0002)
- Tentative Tract Map 37691 (TTM 37691)
- Precise Plan 2020-0005 (PP2020-0005)
- Conditional Use Permit 2020-0001 (CUP2020-0001)

**PROJECT LOCATION:** North of Trudy Way, southwest of Foothill Parkway and Chase Drive, in the City of Corona, County of Riverside (APNs 275-050-014 and 275-080-041)

**PROJECT PROPONENT:** Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

**PROJECT MAPS:**



**PROJECT DESCRIPTION:** The project is a commercial and residential horizontal mixed-use development proposed on 17.02 acres generally located near the southwesterly limits of the City of Corona. The project site is comprised of two vacant parcels (APNs 275-050-014 and 275-080-041), which are located on the southwest side of Foothill Parkway at Chase Drive. The project proposes to construct a gated residential condominium development consisting of 78 dwelling units on the west half of the project site over 8.07 acres. The condominium complex includes three story attached units, a 1,400 square foot pool/recreation building, parking, and private amenities. The commercial portion will occupy the east half of the project site over 8.95 acres and includes 25,715 square feet of commercial/retail and food space.

The project requires the construction of two retaining walls that are necessary in order to create level pads for the development. One wall is located along the site's north perimeter and ranges from approximately four (4) feet to thirty (30) feet in height. The second retaining wall is located along the southwesterly perimeter of the site and ranges from approximately three (3) feet to twenty (20) feet in height.

The project will have vehicular access from Foothill Parkway via an easement that is designed as a 54-foot wide private road. The private road will be aligned with Chase Drive to create a four-way signalized intersection.

The current zoning of the project site is Agricultural, which permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. Per the City of Corona 2020-2040 General Plan, the general plan designation of the project site LDR (Low Density Residential), which permits residential density ranging from 3-6 dwelling units per acre (du/ac). The project requires a change of zone and a general plan amendment to allow for multi-family residential and commercial uses on the project site. The proposed zoning is R-3 (Multiple Family Residential) for the residential portion (8.07 acres) and C-3 (General Commercial) for the commercial portion (8.98 acres). The proposed general plan designation is MDR (Medium Density Residential), which permits residential density ranging from 6-15 du/ac. The residential development results in a density of 9.6 du/ac, which falls within the MDR's density

range of 6-15 du/ac.

The project also includes the subdivision of the project site into two parcels. Proposed Lot 1 is 8.95 acres and will be occupied by the commercial development. Proposed Lot 2 is 8.07 acres and will be occupied by the 78 residential units. The residential development requires a Conditional Use Permit per the R-3 zone, and the commercial development requires a Precise Plan per the C-3 zone. The project will be developed in one phase. The following summarizes the entitlements that are being requested by the applicant.

- **GPA2020-0003:** GPA2020-0003 is a General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres,

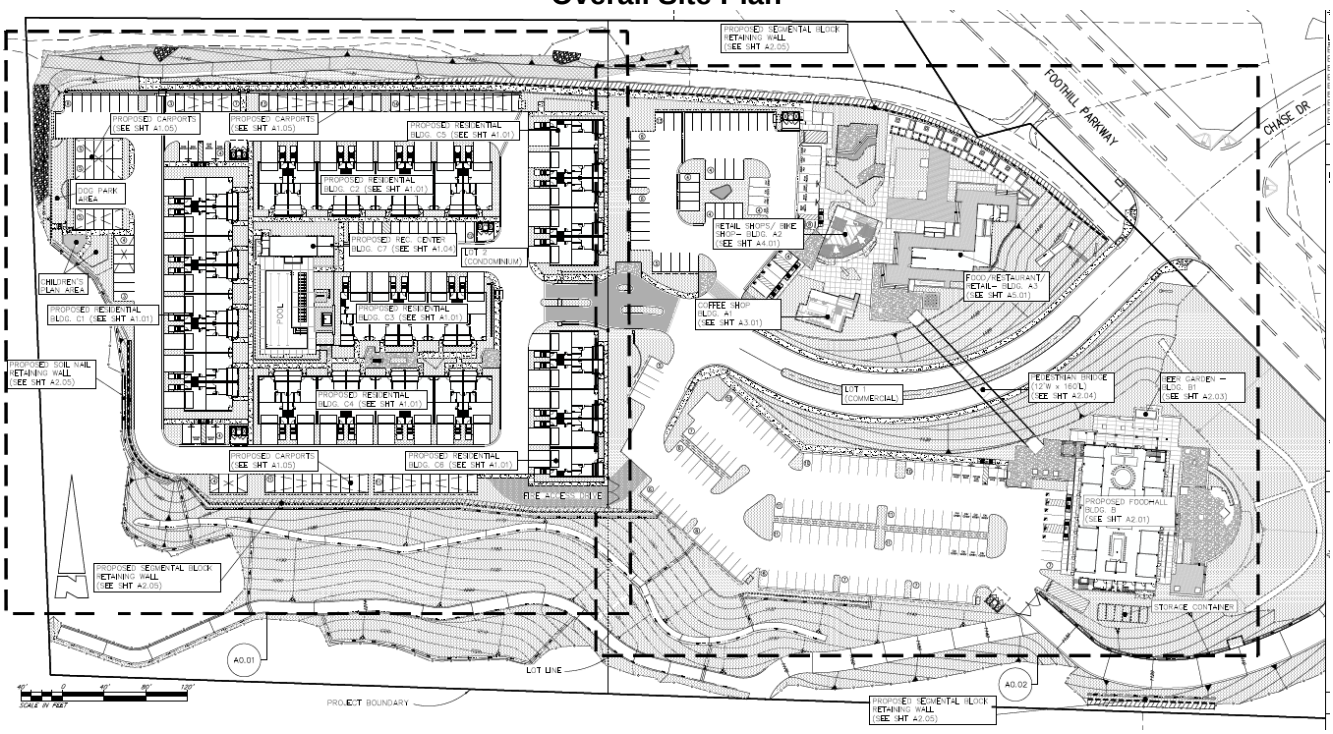
- **CZ2020-0002:** CZ2020-0002 is a Change of Zone application to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **TTM 37691:** TTM 37691 is a Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone.

- **PP2020-0005:** PP2020-0005 is a Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone.

- **CUP2020-0001:** CUP2020-0001 is a Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone.

**Overall Site Plan**




Residential (8.07 acres) Commercial (8.95 acres)

**ENVIRONMENTAL SETTING:**

**Site Description:** The project site is located within the foothills of the Cleveland National Forest and has frontage on Foothill Parkway. The project site is currently vacant and has a graded ridgetop that is approximately 1,255 feet above mean sea level (msl) and an approximately 130-foot high slope with associated terrace drains bordering the graded ridgetop. A paved path leads onto the site from Foothill Parkway, which transitions to a dirt path near the northern perimeter of the site. A second paved access road is located along the southerly perimeter, which leads from Foothill Parkway to the neighboring property to the south. A drainage inlet is located at the northeasterly corner of the site. The site is covered by annual weeds, trees, shrubs, and debris. The current improvements on the site were established in approximately 1985.

**Site Surroundings**: The project site is surrounded by the Cleveland National Forest to the west, a commercial plant nursery to the south, with a single family residential development located south of the nursery. Foothill Parkway borders the northeast perimeter of the project site. Located beyond Foothill Parkway to the north, east, and southeast of the project site are single family residential developments.

**GENERAL PLAN \ ZONING:**

**General Plan:** The current general plan designation of the project site is LDR, which permits a residential density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the general plan land use map to change 8.07 acres of the project site to MDR, which permits a residential density ranging from 6-15 du/ac. The residential development that is being proposed on the project site yields a density of 9.6 du/ac, which falls within the MDR's density range of 6-15 du/ac. Additionally, 8.95 acres is being amended to General Commercial to accommodate the commercial uses planned on the site.

**Zoning:** The current zoning of the project site is A (Agricultural), which primarily permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 (Multiple Family Residential) to allow for the development of residential condominiums. The remaining balance of 8.95 acres, which are located on the eastern half of the project site, would be changed to C-3 to allow for the development of commercial uses.

**STAFF RECOMMENDATION:**
The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ☐ Land Use Planning
- ☐ Population and Housing
- ☒ Geologic Problems
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☒ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance
- ☐ Energy
- ☐ Wildfire

Date Prepared: June 15, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951)279-3553

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (CDFG, USFWS, Redev. Projects)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ Other_____

**UTILITY DISTRIBUTION**

_____Southern California Edison

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*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA*

*Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| **1. LAND USE AND PLANNING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

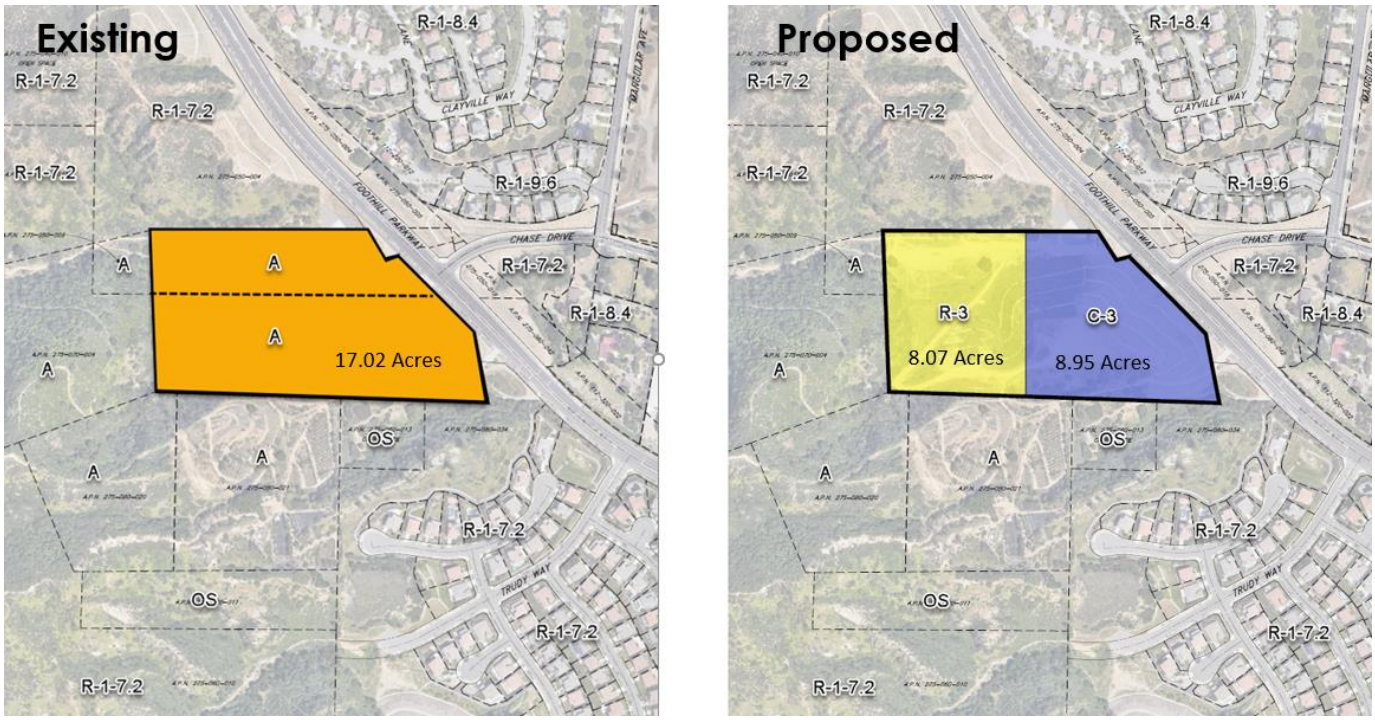
**Discussion:**

a. Per the City of Corona Zoning Map, the two parcels within the project site are currently zoned Agricultural, which permits primarily agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 to allow for the development of residential condominium homes. The remaining 8.95 acres located on the eastern half of the project site would be changed to C-3 to allow for the development of commercial uses. Refer to Figure 1.

Per the City of Corona 2020-2040 General Plan, the general plan designation of the two parcels is LDR, which permits residential development to occur at a density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the General Plan land use map to change the site's general plan designation to MDR, which permits a residential density ranging from 6-15 du/ac. The 78 residential units proposed on the western 8.07 acres of the project site would yield a density of 9.66 du/ac, which falls within the MDR's density range of 6-15 du/ac. Refer to Figure 2.

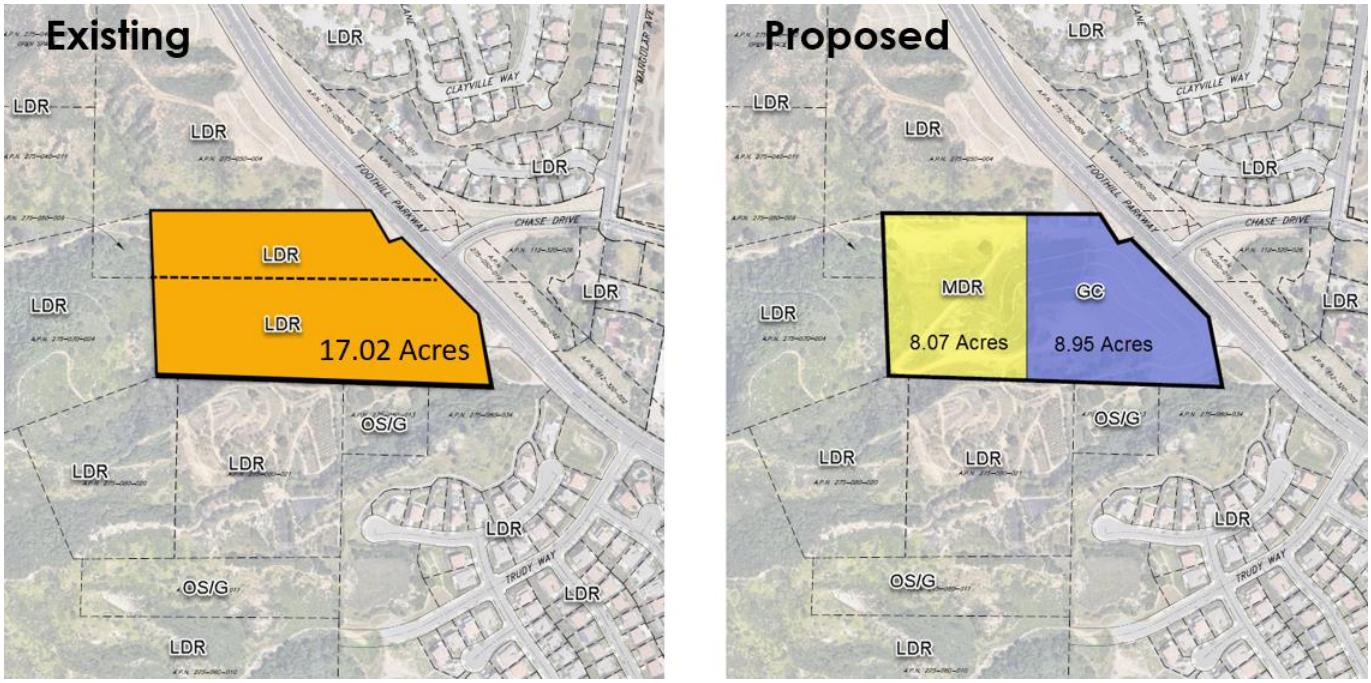
The project's proposed change of zone and general plan amendment applications would bring the project site's zoning and general plan designation into conformance with the land uses that are proposed for the project site. Therefore, the project would not conflict with the city's land use plans or policies. No impact would occur.

**Figure 1: Change of Zone Proposal**




Legend
A: Agricultural
OS: Open Space
C-3: General Commercial
R-1-7.2: Single Family Residential, 7,200 minimum lot size
R-1-8.4: Single Family Residential, 8,400 minimum lot size
R-1-9.6: Single Family Residential, 9,600 minimum lot size
R-3: Multiple Family Residential

**Figure 2: General Plan Amendment Proposal**




Legend
GC: General Commercial
LDR: Low Density Residential, 3-6 du/ac
MDR: Medium Density Residential, 6-15 du/ac
OS/G: Open Space/General

b. The surrounding land uses are primarily residential and open space. There is an agricultural use consisting of a commercial nursery located on property that borders the south side of the project site. Foothill Parkway and open space separate the project site from existing single family residential developments that are located to the north and east of the project site. The nursery and open space separate the project site from an existing single family residential development that is located southeast of the project site. Bordering the project site to the north is an undeveloped parcel that is part of an approved single family residential subdivision consisting of 292 lots on 291 acres (TTM 36544, Skyline Heights). The undeveloped parcel will remain as open space, as no dwellings are actually planned within this area. The 292 lots are located farther west of the project site. Bordering the west side of the project site are two undeveloped parcels that are currently zoned Agricultural. There is currently no approved or pending development on these two parcels. Any future development proposed on the two parcels would need to be analyzed and likely involve a change of zone and general plan amendment. Furthermore, the project footprint is significantly lower (by over 30 feet) in elevation than the two parcels to the west. This difference in elevation creates a physical buffer between the project site and any future development that may occur on the adjacent western parcels. No impact would occur.

c. As discussed under Section 1.b, the project site is surrounded by Foothill Parkway, natural hillsides, open space, and a nursery. Therefore, the project would not physically divide an established community, and no impact would occur.

| **2. POPULATION AND HOUSING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The existing LDR General Plan designation on the project site enables 3-6 du/ac. GPA2020-0003 proposes to change the General Plan designation to MDR, which would permit density ranging from 6-15 du/ac. The 78 residential units proposed on the project site would yield a density of 9.66 du/ac which would not exceed the maximum allowable density of 15 du/ac under the proposed MDR designation. Development of the 78 residential units would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for buildout year 2040 because

buildout of the City is not linked to a development timeline and is based on a reasonable worst-case buildout of the parcels in the City. Not all parcels will be developed by buildout Year 2040. Therefore, no impact would occur and no mitigation is required.

b. Development of the proposed project will not result in the displacement of substantial numbers of existing housing or people because both properties are currently vacant. Therefore, there would be no impacts and no mitigation is required.

| **3. GEOLOGIC PROBLEMS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☒ | ☐ | ☐ |
| b. Grading of more than 100 cubic yards | ☐ | ☒ | ☐ | ☐ |
| c. Grading in areas over 10% slope | ☐ | ☒ | ☐ | ☐ |
| d. Substantial erosion or loss of topsoil | ☐ | ☒ | ☐ | ☐ |
| e. Unstable soil conditions from grading | ☐ | ☒ | ☐ | ☐ |
| f. Expansive soils | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. LGC Consultants prepared a Geologic Fault Hazard Evaluation (dated July 16, 2020) and Geotechnical Investigation Report (dated July 16, 2020) for the project. Per the Geologic Fault Hazard Evaluation, a portion of the project site is located within an Alquist-Priolo Fault Zone and a Riverside County Earthquake Fault Zone for the Elsinore Fault. LGC conducted a field evaluation of the site and trenching in various locations within the site was done as part of the investigation. Faulting associated with the Tin Mine fault was located trending generally east-west through the site. However, no evidence of active faulting was observed in artificial fill soils overlying localized fault traces. Review of aerial imagery did not show geomorphic fault features associated with either splay of the Tin Mine fault transecting the site. With the absence of Holocene aged topsoil, LGC Consultants could not concluded that the fault is inactive or potentially active. However, with no lineaments observed that could indicate potential activity, LGC Consultants concluded that the Tin Mine fault is not active. Based on their evaluation and previous trenching, no structural setback zones were recommended for this fault. Furthermore, LGC did not identify any landslides that would impact the site. The potential for liquefaction is not considered a possibility.

The project will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the project is required to comply with the engineering recommendations in the Updated Geologic Fault Hazard Evaluation and the Geotechnical Investigation Report. Compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. **[MM 3-A]**

b. The project would involve grading of more than 100 cubic yards. According to the project's conceptual civil plans prepared by KWC Engineers, grading on the project site would cut approximately 545,900 cubic yards, while fill taking place would comprise of approximately 91,000 cubic yards. **MM 3-A** already requires the project applicant to comply with the engineering recommendations in the project's Geotechnical Investigation Report. This would reduce impacts to less than significant, and no further mitigation is warranted.

c. Grading would occur in areas over 10% slope. However, compliance with **MM 3-A** would reduce impacts related to this issue to less than significant. Therefore, no further mitigation is warranted.

d. Inclement weather may cause rapid erosion during mass grading and/or construction. LGC recommends that proper erosion and drainage control measures should be taken during periods of inclement weather in accordance with City of Corona, Riverside County, and California State requirements. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the applicant is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to erosion to less than significant. No further mitigation is required.

e. Any proposed fill slopes constructed at a 2:1 horizontal to vertical (h:v) orientation or flatter should be grossly stable. Portions of any proposed cut slopes may expose low-density, compacted artificial fill as well as significant layers of relatively non-cohesive alluvium deposits which will likely require stabilization by over-excavation and replacement with compacted fill. LGC recommends that during the grading plan review stages, a detailed slope stability investigation and analysis be required to evaluate the stability and buttress design for the 75 ± foot high north facing cut slope along the southern property line. This recommendation is part of the engineering recommendations in the Geotechnical

Investigation Report, which the project is required to comply with. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

f. Results of preliminary laboratory tests conducted by LGC indicate that the onsite soil materials exhibit expansion potentials of VERY LOW in accordance with 2019 CBC, Chapter 18. LCG recommends that expansive soil conditions at the near surface finish grade soil should be evaluated and tested for individual building pads on a pad-by-pad basis during and at the completion of rough grading to verify and/or modify the anticipated conditions. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the project is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

**Mitigation Measures:**

**MM 3-A** Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020).

| **4. HYDROLOGY AND WATER QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☒ | ☐ |
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. A preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared for the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basin throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

b. Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

c. A Preliminary Hydrology Report was prepared by KWC Engineers, dated December 2020, to evaluate potential effects of runoff for the proposed project. The proposed project will not significantly alter drainage patterns on the site. The project

will add approximately 8 acres of impervious area, which is about 46% of the total site area in the form of rooftops, driveways, sidewalks, paved areas, and streets. The project is designed so that stormwater runoff will be collected within several catch basins proposed on-site before the runoff is released appropriately into the city's storm drain system.

The project proposes to generally maintain the existing drainage boundaries in the proposed condition. There are four (4) drainage areas in the proposed conditions.

- **Area A** – In the existing condition, Area A drains in a northeasterly and easterly direction towards Kroonen Channel to an inlet and storm drain system at Foothill Parkway. In the proposed condition, the site would be graded to maintain consistency with the existing drainage course.

- **Area B** – In the existing condition, there is a small area of street and manufactured slope runoff that drains to existing inlets at Foothill Parkway and Chase Drive and conveyed downstream in a storm drain system. In the proposed condition, the same drainage area is collected in new catch basins that are proposed for the project and conveyed downstream in the same storm drain system.

- **Area C** – In the existing conditions, there is a small area of street and manufactured slope runoff that drains southerly to an existing catch basin in Foothill Parkway located just south of the project site and conveyed downstream in a storm drain system.

- **Area D** – Drainage Area D is tributary to an existing natural canyon south of the project site in both the existing and proposed condition. This canyon drains to an existing debris basin and inlet located at the southeast corner of the project site where it is collected and conveyed downstream in an existing storm drainpipe.

In comparison between the Existing and Proposed drainage patterns, Drainage Areas B, C, and D will have peak flows that are less than the peak flows in the existing condition. Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. Overall, the project's design will result in the appropriate collection and conveyance of stormwater to ensure that the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage patterns would be less than significant and no mitigation is required.

**Table 4-A: Existing and Proposed Flow Rates**

| Area | Existing Area (ac) | Proposed Area (ac) |
|---|---|---|
| A | 30.80 | 33.11 |
| B | 3.01 | 2.90 |
| C | 4.73 | 2.79 |
| D | 16.53 | 16.34 |
| Total | 55.07 | 55.14 |

**Table 4-B: Peak Flow Comparison**

| Drainage Area | Existing $Q_{10}$ (cfs) | Proposed $Q_{10}$ (cfs) | $Q_{10}$ % Change | Existing $Q_{100}$ (cfs) | Proposed $Q_{100}$ (cfs) | $Q_{100}$ % Change |
|---|---|---|---|---|---|---|
| A | 472.50 | 476.63 | 0.88% | 766.90 | 773.45 | 0.85% |
| B | 6.44 | 3.55 | -44.88% | 10.04 | 5.50 | -45.22% |
| C | 8.14 | 5.17 | -36.49% | 12.71 | 8.14 | -35.96% |
| D | 30.37 | 30.05 | -1.05% | 48.38 | 49.08 | 1.45% |

d. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

e. Per the Geotechnical Investigation report, the presence of groundwater is approximately 23 miles away from the general site area at approximately 198 feet below the existing ground surface. Therefore, development of the project site would not impact groundwater quality and no mitigation is warranted. See Sections 4.a and 4.c. for discussions regarding the project's impacts to surface water quality.

f. See discussions under Section 4.d

g. See discussions under Section 4.d.

h. As discussed under Section 4.c, the project is designed to ensure that the runoff generated by the project can be intercepted and conveyed to the existing off-site storm drain system in a safe and nondestructive manner, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the development of the project site would not result in exceeding the capacity of the city's storm drain system and no mitigation is warranted.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☒ | ☐ |
| b. Violate air quality standard | ☐ | ☒ | ☐ | ☐ |
| c. Net increase of any criteria pollutant | ☐ | ☒ | ☐ | ☐ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

An Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021) was prepared for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

b. See discussion under Section 5.c.

c. The Air Quality & Greenhouse Gas Impact Study analyzed short-term (construction) and long-term (operation) air impacts associated with the proposed project. The following discusses the proposed impacts.

<u>Short-term Impacts</u>
Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 18 months. The project is expected to be fully operational by the year 2022. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. The project is expected to haul a total of 400,000 cubic yards of earth work off-site during the grading phase. Construction equipment would include excavators, graders, dozers, scrapers, tractors, an water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of VOC, CO, $NO_X$, $SO_2$, $PM_{10}$, and $PM_{2.5}$. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, except for $NO_X$. In order to bring $NO_X$ emissions below SCAQMD's threshold for $NO_X$, the project

would need to implement **Mitigation Measures 5-A and 5-B [MM 5-A and MM 5-B]**. This includes the use of construction equipment with Tier 4 low emission engines and limiting the amount of materials that are being hauled off-site to 200 truckloads per day or less. With implementation of MM-2 and MM-3, daily $NO_X$ emissions would be reduced below SCAQMD thresholds. Refer to Table 5-B.

**Table 5-A: Project Short-term (Construction) Daily Emissions - Unmitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.97 | 40.55 | 21.82 | 0.04 | 9.16 | 5.73 |
| Grading | 12.82 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| Building Construction | 2.81 | 22.69 | 23.57 | 0.06 | 3.17 | 1.51 |
| Paving | 1.89 | 11.16 | 15.09 | 0.02 | 0.74 | 0.57 |
| Architectural Coating | 40.09 | 1.49 | 2.94 | 0.01 | 0.45 | 0.18 |
| Maximum[1] | 40.09 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **Yes** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-B: Project Short-term (Construction) Emissions - Mitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 0.55 | 2.07 | 21.53 | 0.04 | 7.17 | 3.92 |
| Grading | 2.90 | 90.89 | 46.93 | 0.37 | 10.29 | 3.65 |
| Building Construction | 1.24 | 7.50 | 24.46 | 0.06 | 2.25 | 0.65 |
| Paving | 1.07 | 1.25 | 17.81 | 0.02 | 0.21 | 0.08 |
| Architectural Coating | 39.92 | 0.21 | 2.96 | 0.01 | 0.37 | 0.10 |
| Maximum[1] | 39.92 | 90.89 | 46.93 | 0.37 | 10.29 | 3.92 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

<u>Long-term Impacts</u>
Long-term operational activities associated with the proposed project will result in emissions of VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
- Energy source emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, and appliances, and electronics)

As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Therefore, this would be less than significant, and no mitigation is required.

**Table 5-C: Project Long-term (Operation) Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile Sources | 7.37 | 14.82 | 66.12 | 0.20 | 18.91 | 5.11 |
| Energy Sources | 0.14 | 1.27 | 0.88 | 0.01 | 0.10 | 0.10 |
| Area Sources | 2.70 | 1.17 | 6.91 | 0.01 | 0.12 | 0.12 |
| **Total** | 10.21 | 17.26 | 73.92 | 0.22 | 19.14 | 5.34 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

d. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences located south of the project site and across Foothill Parkway to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source only). LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology to assist lead agencies in analyzing localized air impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 22, Norco/Corona.

Tables 5-D and 5-E illustrate the project's construction and operational related localized emissions and compares the results to SCAQMD LST thresholds. The emissions in both tables will be below the SCAQMD thresholds. However, the results assume that the project would be complying with all standard SCAQMD rules and requirements with regard to fugitive dust control. For reference, the applicable fugitive dust control measures are listed below. These are design features, which the project is required to comply with and are included in the project conditions of approval for PP2020-0005 and CUP2020-0001. With implementation of the dust suppression techniques, the project's construction and operational impacts to localized air resources would be less than significant.

Construction Design Features:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
14. Construction equipment shall be maintained in proper tune.

15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
16. Minimize the simultaneous operation of multiple construction equipment units.
17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

**Table 5-D: Localized Construction Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| On-site Emissions | 46.40 | 30.88 | 8.95 | 5.68 |
| SCAQMD Construction Threshold[2] | 235.2 | 1,461.2 | 10.0 | 6.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-22, Corona Valley, 4-acre site, receptor distance 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-E: Localized Operational Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | NOx (lbs/day) | CO (lbs/day) | $PM_{10}$ (lbs/day) | $PM_{2.5}$ (lbs/day) |
| On-site Emissions[1] | 3.19 | 11.10 | 1.2 | 0.5 |
| SCAQMD Operation Threshold[2] | 235.2 | 1,461.2 | 2.6 | 1.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 22, Corona Valley disturbance area of 4-acre and receptor distance of 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021

e. It is not expected for the development to include any use or activities that would result in potentially significant odor impacts for the long-term as the uses are residential and general commercial. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

**Mitigation Measures**

**MM 5-A** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

**MM 5-B** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less.

| 6. TRANSPORTATION/TRAFFIC: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 feet to 113 feet. The street is currently improved with 78 feet of paved roadway width. The southwesterly side of Foothill Parkway adjacent to the project site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widen by an additional two (2) feet to accommodate a new dedicated right-turn lane to allow for right turns from Foothill Parkway into the project entrance, which is designed to be a private street. The two-foot roadway widening will occur within the existing 112-foot right-of-way width. No additional dedication, widenings or improvements are required. Therefore, the project would not conflict with the city's applicable traffic plans, ordinance, or policies related to the performance of the city's circulations system, and no mitigation is warranted.

b. RK Engineering Group prepared a Traffic Impact Study for the project (dated June 9, 2021) that reviewed the project's potential impacts to VMT and roadway network operations (level of service) in the study area.

The project is located southwest of Foothill Parkway at Chase Drive in the City of Corona. The project as proposed will be constructed in a single phase and is planned to open in 2022. Access for the proposed project is planned to be provided via one (1) signalized driveway along Foothill Parkway, at the existing intersection with Chase Drive. A dedicated right-turn lane from Foothill Parkway onto Chase Drive will also be provided as part of the proposed project.

<u>VMT Assessment</u>

Section 15064.3 of the State CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. The City of Corona's Local Guidelines for Implementing CEQA incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared by Fehr & Peers dated January 11, 2019, which establishes the methodologies for analyzing VMT and defines thresholds of significance related to potential VMT impacts for the City of Corona. Under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** A project should be considered to have a significant impact if the project generates total daily VMT per Service Population (VMT/SP) above the existing total daily VMT/SP average for the City.
- **Cumulative Effect on VMT:** A cumulative impact would occur if the project results in a negative effect on VMT/SP at the Citywide level. The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's current established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP.
- 2040 Buildout Year – 32.6 VMT/SP.

**Project Screening:** The City of Corona VMT Analysis Guidelines state that the thresholds and methodology should be used in conjunction with the *Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018)*. The OPR advisory exempts local serving retail projects of up to 50,000 square feet or up to 10,000 square feet of office

space. The Technical Advisory further recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold.

The project includes 78 residential condominiums, 4,620 square feet of General Office, and 21,285 square feet of local service retail. The retail and office components of the project are within the size limits to be screened from further VMT assessment under the presumption that they will result in a less-than-significant impact. Since the office and retail components screen out, the VMT analysis for the project focuses on the VMT from the residential portion of the project, which is the dominate use.

**Analysis Methodology:** The Corona General Plan Model (CGPM) was utilized to prepare VMT estimates for baseline and future conditions. The project land use was added to the model by converting the land uses to socio-economic data using conversion factors from the SCAG Employment Density Report. Household characteristics were assumed to be consistent with neighboring Traffic Analysis Zones (TAZs) to the project. Baseline and Future model runs were conducted with and without the project coded. The following methodologies were utilized to prepare the VMT estimates:

- **Project Level VMT** was estimated for the project TAZ using the Origin-Destination (OD) Method which tracks the model final assignment total TAZ trips and full trip distance to and from the project TAZ. Project Level VMT was estimated using the base year (2017) model.
- **Cumulative Effect on VMT** was estimated using the Boundary Method, which uses the City border as the boundary and estimates the sums of all trips within the boundary and multiplies the trips by the roadway link length. Cumulative VMT was estimated using the future (2040) model.

**VMT Evaluation:**

- **Project Level VMT:** The project's VMT/SP is 25.9 miles, which is below the City's VMT/SP threshold of 30.2 miles for the base year. Therefore, the project is forecast to have a **less-than-significant impact** on baseline VMT.
- **Cumulative Effect on VMT:** Citywide daily VMT with the Project was estimated to be 2,297 miles less with the project which results in a positive effect on VMT. Therefore, the project is forecast to have a **less-than-significant impact** on cumulative VMT.

Level of Service (LOS) Analysis

Although the city's CEQA checklist no longer considers level of service (LOS) as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The following study locations were evaluated in the analysis due to their proximity to the project site:

Study Intersections:

1. Serfas Club Drive & Green River Road
2. Montana Ranch Road & Green River Road
3. Tanglewood Drive & Green River Road
4. Paseo Grande & Green River Road
5. Border Avenue & Green River Road
6. Chase Drive & Foothill Parkway
7. Lincoln Avenue & Foothill Parkway
8. Main Street & Foothill Parkway
9. Fullerton Avenue & Foothill Parkway

Study Roadway Segments:

1. Green River Road West of Serfas Club Drive
2. Serfas Club Drive North of Green River Road
3. Green River Road East of Serfas Club Drive
4. Montana Ranch Road South of Green River Road
5. Green River Road East of Montana Ranch Road
6. Tanglewood Drive North of Green River Road
7. Tanglewood Drive South of Green River Road
8. Green River Road East of Tanglewood Drive
9. Paseo Grande North of Foothill Parkway
10. Foothill Parkway East of Paseo Grande
11. Border Avenue North of Foothill Parkway
12. Foothill Parkway East of Border Avenue
13. Chase Driveway North of Foothill Parkway

14. Chase Driveway – Project Access South of Foothill Parkway
15. Foothill Parkway East of Chase Drive
16. Lincoln Avenue North of Foothill Parkway
17. Lincoln Avenue South of Foothill Parkway
18. Foothill Parkway East of Lincoln Avenue
19. Main Street North of Foothill Parkway
20. Main Street South of Foothill Parkway
21. Foothill Parkway East of Main Street
22. Fullerton Avenue North of Foothill Parkway
23. Fullerton Avenue South of Foothill Parkway
24. Foothill Parkway East of Fullerton Avenue

The TIA evaluated traffic conditions under the following scenarios:

- Existing (2021) Conditions
- Existing (2021) Plus Project Conditions
- Project Opening Year (2022) with Background Traffic Conditions
- Project Opening Year (2022) with Background Traffic and Proposed Project Conditions

A dedicated right-turn lane from westbound Foothill Parkway onto Chase Drive will be provided as part of the proposed project and is assumed in the Existing Plus Project and Opening Year Plus Project Conditions. Per the TIA, all study area intersections operate at an acceptable LOS (LOS D or better) during the peak hours and are forecast to operate at an acceptable LOS with the project for all scenarios. All study roadway segments operate at an acceptable LOS (LOS C or better) and are forecast to operate at an acceptable LOS with the project for all scenarios.

c. See discussions under 6.b.

d. See discussions under 6.b.

e. The nearest airport is the Corona Municipal Airport, which is located approximately 3.40 miles north of the project site. The project site is not located within the Riverside County Airport Land Use Compatibility Plan for the Corona Municipal Airport, and therefore, the development would not be subject to certain development restrictions or policies established by the Airport Land Use Plan. Also, the zoning of the project site would restrict all future residential and commercial buildings to a maximum height of 40 feet. Because of the project site's distance from the airport and the maximum allowable height of the buildings, the project would not impact air operations, nor would it cause change to air traffic patterns. Therefore, no impact related to this issue would occur.

f. The design of the project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.

g. The project design has been reviewed for approval by the city's Fire Department for emergency access; therefore, no impacts are expected.

h. See discussions under Sections 6.a, b, c, d, and e.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☒ | ☐ | ☐ |
| b. Riparian habitat or sensitive natural community | ☐ | ☒ | ☐ | ☐ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☒ | ☐ | ☐ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☒ | ☐ | ☐ |
| f. Conflicts with any habitat conservation plan | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

A Western Riverside County Multiple Species Habitat Conservation Consistency Analysis was prepared by Searl Biological Services (SBS), dated December 17, 2020. The purpose of the study was to show that the project is in compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to address any potential impacts to biological resources. The following discussions are based on the findings of the study.

a. In its present condition, the project site is covered by various types of vegetation including coast live oak woodland (0.02 acres), coastal sage scrub (2.13 acres), coastal sage scrub/ruderal (8.64 acres), ornamental landscaping (0.22 acres), and ruderal (5.56 acres). Refer to Figure 3.

**Figure 3: Vegetation Communities**

Source: Searl Biological Resources

The project site is not located within an MSCHP Subunit or Criteria/Cell/Cell Group. Therefore, no Reserve Assembly Analysis is required. The nearest Criteria Cell is located approximately 1.61 miles northwest of the project site. The project site is not located within a designated assessment area for Narrow Endemic Plant Species, a designated assessment area for Criteria Area Plant Species, or a designated area for amphibians. The property is not located in an area with Delhi sands. No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. Coulters matilija poppy was present within an existing blueline stream that was identified on the northern portion of the site (Feature A of Figure 4). However, the project will avoid impacts to the blueline stream and the Coulter's matilija poppy, as no construction is proposed within the blueline stream.

The project site is located within an assessment area for the Burrowing Owl (BUOW), which is a priority 2 California Species of Special Concern (SSC) and is a covered species under the MSHCP. The BUOW breeding season is typically March through August with peak breeding activity occurring in April and May. Habitat assessments for BUOW were conducted by SBS in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006) (BUOW Survey Instructions). Surveys were conducted on July 17, July 31, August 21, August 31, and November 21, 2019. No burrowing owls or evidence of suitable habitat for the burrowing owl were found on site. Although there were no burrowing owls found, the project is required to conduct a 30-day pre-construction survey for the burrowing owl prior to ground disturbance. This would ensure that there is no accidental taking of any burrowing owls during grading and construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-A]**

Two (2) costal live oaks were found within the project site and are proposed for removal. Native oak trees are not specifically addressed in the MSHCP; however, the 2020-2040 General Plan states in Goal ER-8.5: "Conserve the oak tree resources in the city to the extent feasible." Leaving the two isolated oak trees in the place is not feasible for the project because they interfere with the project's on-site design. Therefore, the project applicant will have the trees removed; however, the applicant will be replacing the two trees with twelve (12) 60-inch box sized okay trees on the project site. A condition of approval regarding the oak tree replacement is placed on the associated project applications CUP2020-0001 and PP2020-0005. If tree removal or grading activities occur during the bird breeding season (February 1 through August 31), a pre-construction bird nesting survey would need to be conducted. Ground disturbing construction activities could directly affect birds protected by the Migratory Bird Treaty Act and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. The submittal of a pre-construction bird nesting survey would reduce impacts to less than significant. **[MM 7-B]**

b. Section 6.1.2 of the MSHCP requires new developments to undergo an assessment for riparian/riverine habitat, vernal pools, fair shrimp, and the following riparian bird species: Least Bell's Vireo, Southwestern Willow Flycatcher, and Yellow-billed Cuckoo. If the assessment identifies suitable habitat for any of these species and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures would need to be implemented in accordance with the MSHCP.

SBS conducted an assessment of the project site per the procedures under Section 6.1.2. SBS also conducted an office review and analysis of the Corona South 7.5 Minute USGS California Quadrangle, historic aerial photography from Historic Aerials online and Google Earth, the U. S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Also, SBS conducts a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data to determine if the three-targeted fairy shrimp and/or three-targeted bird species listed above in Section 5.0 have been reported to occur within five miles of the subject property.

Based on the results of the assessment, the following were identified:

- A USGS blueline stream is present along the northern portion of the property. The blueline stream is designated as Feature A on Figure 4.
- A small ephemeral drainage feature was present in the southeastern portion of the property. This is designated as Feature B on Figure 4.
- A detention basin was present offsite near the southeastern corner of the property. This is designated as Feature C on Figure 4.

**Table 7-B: Potential Riparian/Riverine Areas Results**

| FEATURE ID | ASSESSMENT AREA ACRES | PROPERTY ACRES | ONSITE PROJECT ACRES | OFFSITE PROJECT AREAS |
|---|---|---|---|---|
| A | 2.37 | 0.49 | 0 | 0 |
| B | 0.05 | 0.002 | 0 | 0 |
| C | 0.11 | 0 | 0 | 0 |
| **TOTAL** | **2.53** | **0.492** | **0** | **0** |

Source: Searl Biological Resources

**Feature A** is an alluvial wash that receives and conveys flow during storm events, flowing from west to east. It was designated a USGS-perennial stream (i.e. solid blueline on a USGS map); however, the wash is ephemeral in nature. Flow from Feature A was conveyed offsite through an underground culvert to Oak Street Reservoir. During high yield rain events or prolonged storms, flow from the Oak Street Reservoir is tributary to the Prado Dam within the Santa Ana River through a concrete flood control channel and underground culverts. Coulters matilija poppy, a species covered under the MSHCP, was present within Feature A. The project will avoid impacts to Feature A and the Coulter's matilija poppy. According to the Western Riverside County Regional Conservation Authority, the Species-Specific Conservation Objective has been met for Coulter's majilija poppy. Therefore, no impacts are expected with respect to Coulter's matilija poppy. However, to ensure that there are no impacts to Feature A during construction, the project is required to have temporary fencing installed along the outskirts of Feature A to protect the area during construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-C]**

**Feature B** is located south of the project site. It is an upland ephemeral drainage that receives and conveys flow during storm events, flowing from southwest to northeast. It was not mapped as a blueline on the Corona South USGS quadrangle. The project is avoiding impacts to Feature B.

**Feature C** is a man-made created detention basin that was constructed in 2006 in association with the Orchard Glen residential community located southeast of the project site. The basin is maintained by the Orchard Glen HOA. The project is avoiding impacts to Feature C, which will be protected in place.

In summary, no direct or indirect impacts will occur to Features A, B, and C or Coulter's matilija poppy. Therefore, the project is consistent with Section 6.1.2 of the MSCHP. Also, through the Conditions of Approval for TTM 37691, the project applicant will be required to place a conservation easement, deed restriction, or other similar mechanism over the avoided areas of Features A and B that are located on the property. This would be consistent with Section 6.1.2, which states under the section *Avoidance and Minimization*:

*"If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term Conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanisms."*

Although the project will avoid Features A, B, and C, the project is required to comply with the best management practices (BMPs) listed under Sections 5.2.4, 9.0 and 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis to prevent direct and indirect impacts to these potential riparian/riverine areas. This would reduce impacts to less than significant. **[MM 7-D, 7-E, and 7-F]**

No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. No suitable habitat for riparian birds were present on the project site. Therefore, no impact would occur and no mitigation is warranted for vernal pools, fairy shrimp, or riparian birds.

**Figure 4: Potential Riparian/Riverine Areas Assessment Results**

Source: Searl Biological Resources

c. As discussed under Section 7.b, the project will avoid drainage Features A, B, and C. As such, the project would not result in impacts to state and federally protected jurisdictional features, including wetlands, and therefore, regulatory approvals from the Army Corps of Engineers, Regional Board, or California Department of Fish and Wildlife would not be required.

d. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to migrate between areas, breed, and forage. Due to the project site being disturbed by previous grading and improvements, its location by a highly traveled roadway, its proximity to residential developments, and human activities from hiking and biking activities which are known to occur through the property, the project site is not expected to be used as a corridor or linkage by wildlife that occur within and outside of the City of Corona. Furthermore, the project site is not located within or adjacent to any MSCHP designated Subunits, Cores, Linkages, Criteria Cells, or Conservation Areas. Therefore, development of the proposed project would not impact wildlife corridors and no mitigation is warranted. Any impacts to migratory species such as migratory birds would be mitigated by compliance with **MM 7-B.** Therefore, no further mitigation is necessary.

e. The City of Corona participates in the MSHCP, which is a habitat conservation plan for the Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The applicant is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

f. See discussion under Section 7.e.

**Mitigation Measures**

**MM 7-A** Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

**MM 7-B** If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation.

**MM 7-C** Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction.

**MM 7-D** Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department.

**MM 7-E** The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis.

**MM 7-F** The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, and C:

- Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.
- Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.
- Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.
- Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.
- Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species

Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush.

- Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."
- Grading/Land Development: No grading or land development shall extend into any avoidance areas.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, no mitigation is warranted.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☒ | ☐ | ☐ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Therefore, this is not expected to be an issue and no mitigation is required.

b. A Phase I Environmental Site Assessment (ESA) was prepared by LGC Geo-Environmental, dated December 30, 2019, to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. Per the Phase I ESA, a cement pipe was found on the northern portion of the property and stained soil was found on the northwestern corner of the property.

LGC Geo-Environmental prepared a Phase II ESA, dated November 30, 2020, to analyze the cement pipe for asbestos and evaluate the stained soil for the presence of petroleum hydrocarbons. A sample of the cement pipe and soil were taken by LGC personnel for analysis. The analysis revealed no asbestos in the sample for the cement pipe while the stained soil was determined to be a petroleum-contaminated waste. Based on the results of the analysis, LGC recommended that the concrete pipe can be properly disposed of or recycled as ordinary non-hazardous solid waste. However, the stained surface soil should be excavated and properly disposed of or recycled. After excavation of the stained soil, the excavation should be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Compliance with this recommendation would reduce impacts to less than significant. **[MM 9-A]**

c. The nearest schools to the project site are Benjamin Franklin Elementary School and Dwight Eisenhower Elementary School. Benjamin Franklin Elementary School is located approximately 0.70 feet northeast of the project site. Dwight Eisenhower Elementary School is located approximately 1.07 miles east of the project site. There is no school that is located within ¼ mile from the project site. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there would be impacts and no mitigation is required.

d. Refer to discussion under Section 9.b.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

f. The project is designed with two points of vehicular access to Foothill Parkway. The main access is a private road that will be constructed with the project, which will provide access to the commercial and residential portions of the project. The second access is a 28-foot wide emergency road that will be constructed along the southerly perimeter of the project site, which will allow for emergency access and evacuation from the project site to Foothill Parkway. The project also provides emergency vehicular access to the adjacent properties to the west, southwest, and south, which are landlock and don't have direct access to a street. Construction activities that would temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of a grading and/or building permit approval to ensure that adequate access is maintained. Compliance with the existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigate is required.

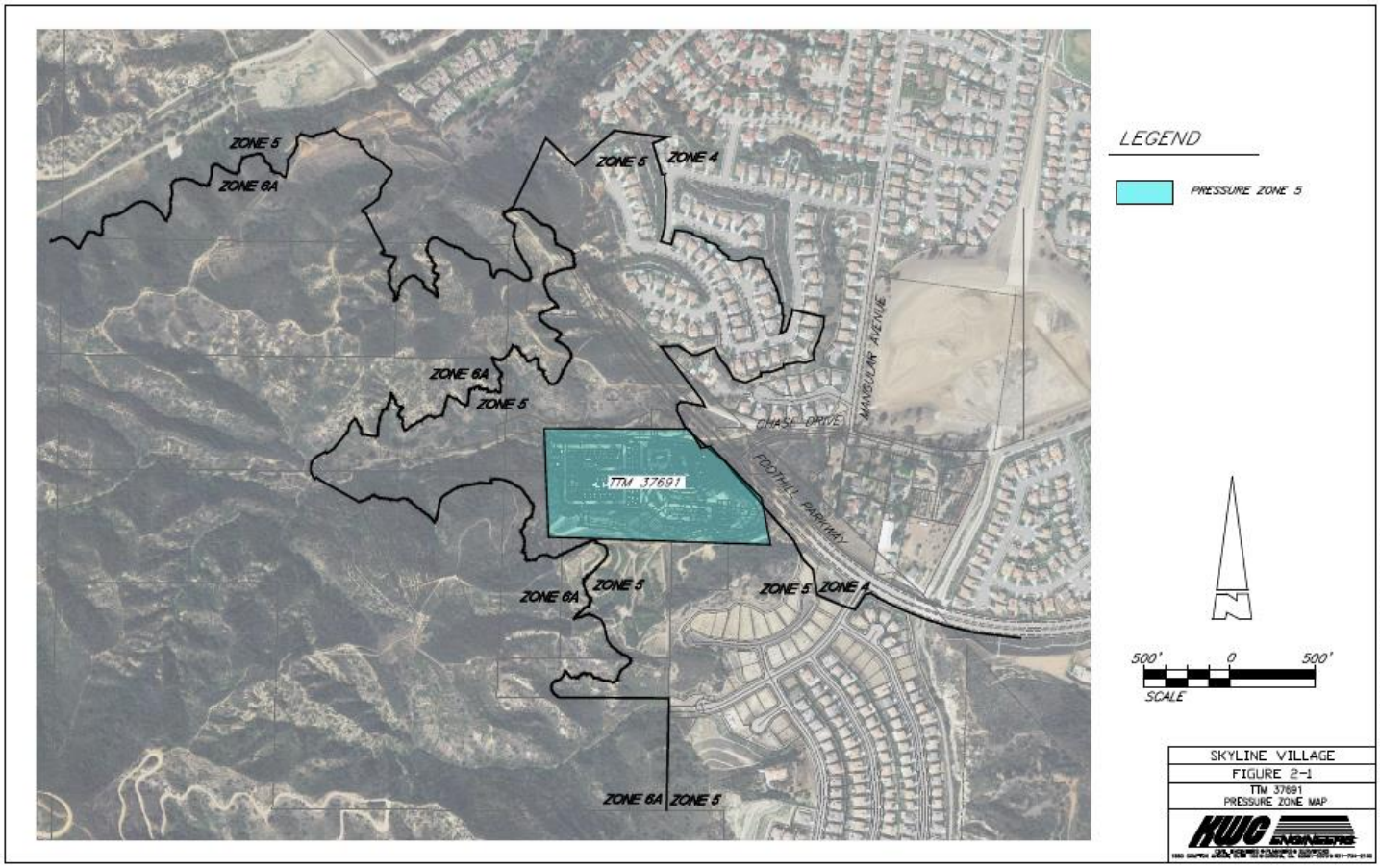
g. The project site is located within the Cleveland National Forest and is in a Very High Fire Hazard Severity Zone (VHFHSZ). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development. Adequate fire flow is also necessary, which is discussed further below.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines.

The project is required to have adequate fire flow for fire protection per the Fire Code. According to Section 15.12.390 of the Corona Municipal Code, the minimum fire flow and flow duration for residential buildings is 2500 gpm (gallons per minute) for a 2-hour duration and 3000 gmp for 3 hours for commercial buildings. Water storage is necessary for fire flow. The development is located within Zone 5 of the City's Pressure Zone Map. The project is required to construct its own water facilities to supply the necessary system pressures. A preliminary water study analyzing the project's water demands was prepared by KWC Engineers (dated May 2021) and submitted to the City's Department of Water and Power (DWP) for review. Based on the preliminary study, the DWP has estimates that the project would need to construct a new 1.0-million-gallon (MG) water tank containing operational storage, terminal storage, and fire flow storage to adequately serve the project. The water tank would need to be constructed near the proposed development and at an elevation of 1380 feet above mean seal level (MSL). The project applicant has the option of constructing the 1.0 MG water storage tank or paying a fair-share cost of the total construction cost of a new 2.5 MG water tank, which would be constructed by the City. The applicant's fair-share contribution will be determined following the approval of the final water study, and payment would be required prior to the recordation of the project's tentative tract map, TTM 37691, or issuance of a precise grading permit, whichever occurs first. Compliance with this requirement would reduce impacts related to wildland fires to less than significant. **[MM 9-B]**

If the applicant chooses to participate with the City in the construction of the water tank and the project site is constructed before the City completes the construction of the water tank, the DWP has determined that the City's existing potable water pumping facilities located in Zone 3 (located within Sierra Bella) are capable of delivering the project's required fire flow in the interim. Therefore, project development may commence prior to tank construction and without additional pumping facility construction, provided that a permanent water tank is constructed within 5 years of map recordation or issuance of a precise grading permit, whichever occurs first.

**Figure 3: Pressure Zone 5 Map**




Source: KWC Engineers

**Mitigation Measures:**

**MM 9-A** Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City.

**MM 9-B** The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank, as determined by the final water study approved by the City. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☒ | ☐ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☒ | ☐ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Noise Impact Study, dated March 19, 2021, was prepared by RK Engineering to analyze noise impacts associated with project. The following discussions are based on the findings of the Noise Impact Study.

a. The nearest existing noise-sensitive land uses include the residential properties that are located approximately 300 feet east of the project site across Foothill Parkway. The nearest future residential homes proposed as part of the Skyline Heights subdivision (TTM 36544) would be located approximately 700 feet to the northwest of the project site. The Noise Impact Study analyzed short-term and long-term noise impacts associated with the proposed project. Short-term impacts would be associated with the construction phase of the project, while long-term impacts would be associated with the operational phase of the project and includes parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Should the project decide to include outdoor events with live music in the future, the project's Conditions of Approval associated with PP2020-0005 require the applicant to submit to the City an updated noise analysis to address live music uses. Uses using a loud speaker or amplified device should adhere to the regulations in CMC section 9.24.040.

Short-term (Construction) Noise Impacts

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise.

RK Engineering analyzed potential noise impacts during all expected phases of construction, and noise levels are calculated based on an average distance (300 feet) of equipment over an 8-hour period to the nearest adjacent residential properties. The worst-case scenario construction phase noise levels would be approximately 72.7 dBA at the nearest adjacent residential properties. However, construction would occur throughout the project site and would not be concentrated or confined in a single area. Also, the project is required to comply with Corona Municipal Code Section 17.84.040, which permits construction activities between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays. To further reduce the potential for noise impacts, implementation of the design features which are listed below would further minimize construction noise impacts. The design features are included in the project's Conditions of Approval for PP2020-0005. Thus, the project's short-term noise impacts would be less than significant.

**Required Short-term Project Design Features:**

- No impact pile driving activities shall be allowed on the project site.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
- Obtain a construction work permit from the City of Corona prior to starting construction.

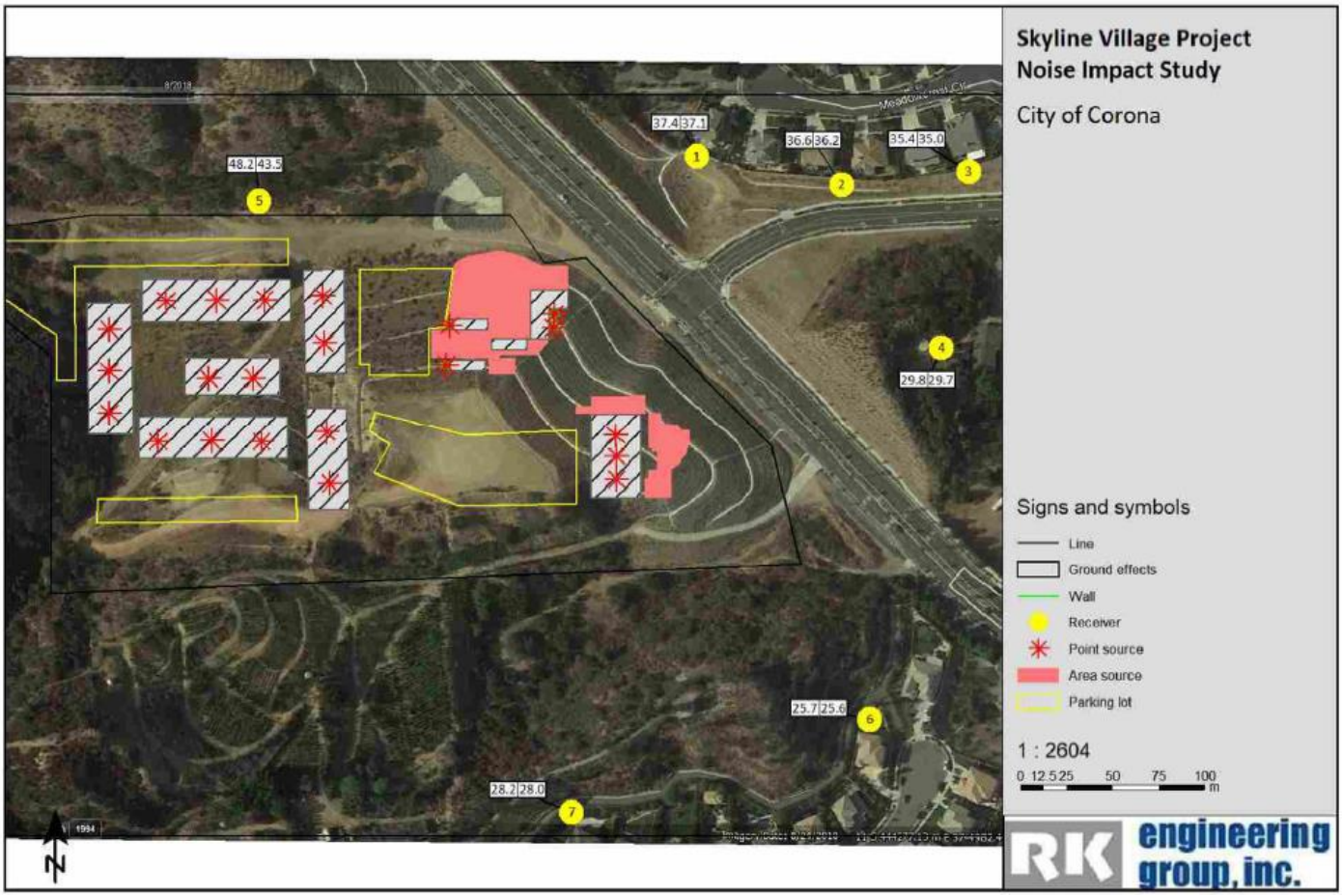
Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Operational noise was analyzed at all adjacent property lines surrounding the project site and at the nearest existing residential properties to the east (across Foothill Parkway). See Figure 4. The noise analysis considered all project noise sources operating simultaneously during the daytime (7:00 a.m. to 10:00 p.m.) at the property lines of the nearest adjacent residential properties. The project is subject to the City's noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10.A below.

| TABLE 10.A<br>STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| **TYPE OF LAND USE** | **MAXIMUM ALLOWABLE NOISE LEVELS** | | | |
| | **Exterior Noise Level** | | **Interior Noise Level** | |
| | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** |
| Single-, Double- and Multi- Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |

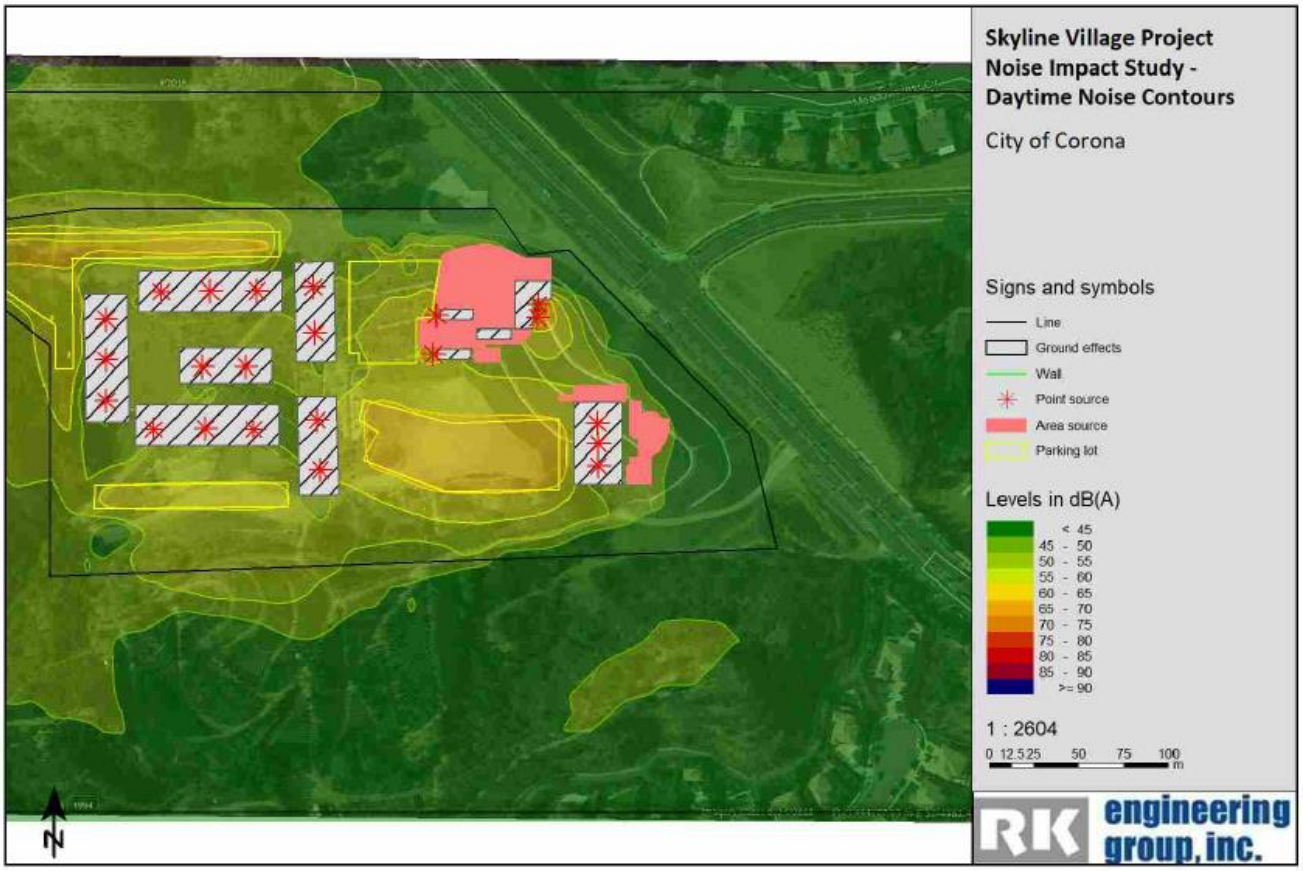
Source: CMC Section 17.84.040(C)

**Figure 4: Noise Measurement Locations**



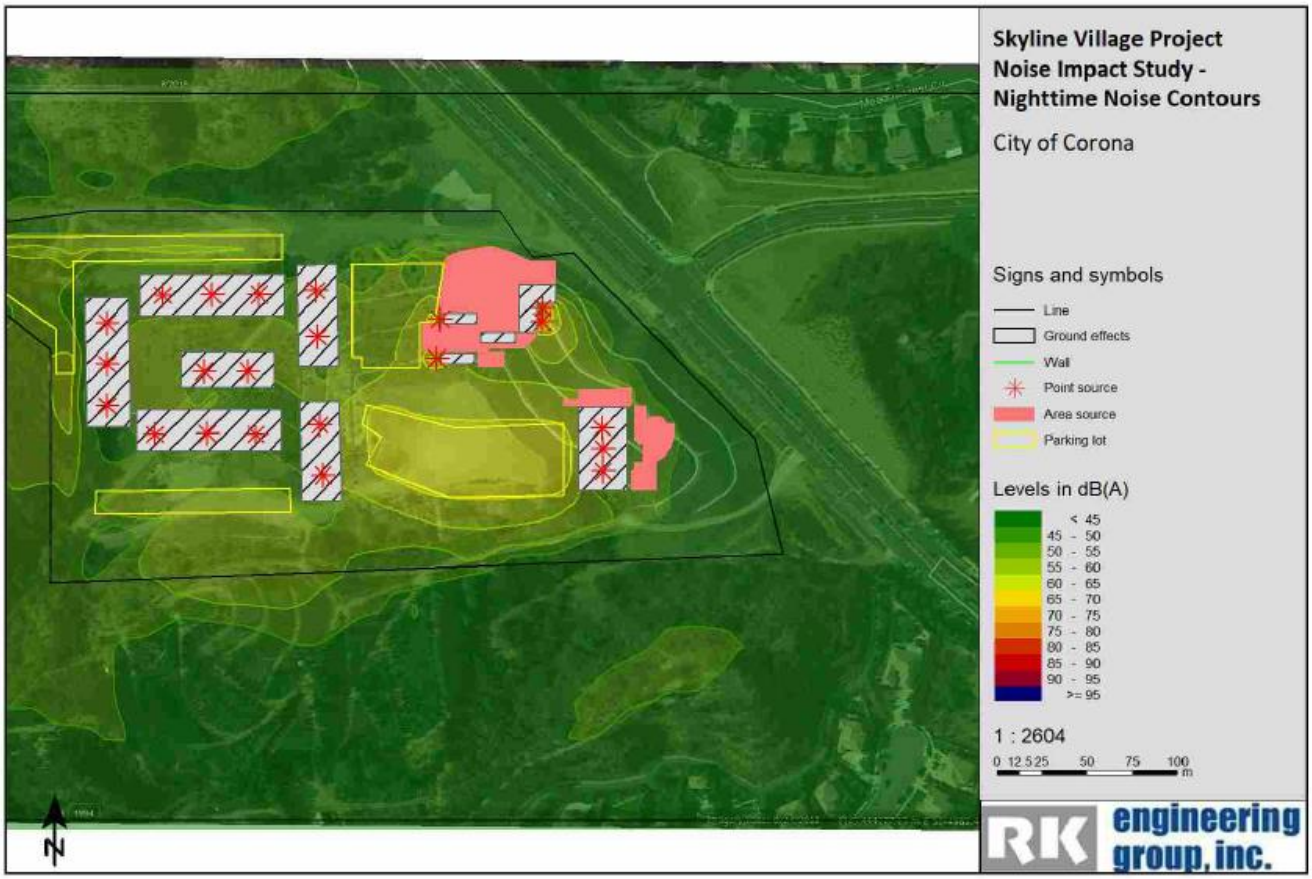

Source: RK Engineering

**Figure 5: Noise Contours for Daytime Hours**




Source: RK Engineering

**Figure 6: Noise Contours for Nighttime Hours**




Source: RK Engineering

Noise was measured for the daytime and nighttime hours.

- **Daytime:** Based on the results of the noise analysis, noise levels generated by the project would range from 25.8 dBA to 48.2 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's daytime noise standard of 55 dBA at the adjacent property lines. Figure 5 shows the project's noise contours for the daytime hours.

- **Nighttime:** Based on the results of the noise analysis, noise levels generated by the project noise would range from 25.7 dBA to 43.5 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's nighttime noise standard of 50 dBA at the adjacent property lines. Figure 6 shows the project's noise contours for the nighttime hours.

The change in the existing noise levels as a result of the project would range from approximately 0.0 dBA to 3.5 dBA during daytime hours. For the daytime hours, the change in the existing noise levels as a result of the project would similarly range from approximately 0.0 dBA to 3.5 dBA during daytime hours. This noise change as a result of the project is considered insignificant because, per the study, the human can barely perceive a change in noise level of 3 dB.

Note that the results of the long-term noise impact analysis assumes that the project design features listed below are integrated into the project. These design features are a requirement of the project's Conditions of Approval associated with PP2020-0005. Therefore, the project's long-term noise impacts would be less than significant.

**Required Long-term Project Design Features:**

- Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
- All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
- Truck deliveries, loading/unloading activity, and trash pick-up should be limited to daytime (7 a.m. – 10 p.m.) hours only.
- Limit engine idling time for all trucks to 5 minutes or less.

Also, the new commercial center is required to adhere to the stationary noise standards under CMC Section 17.84.040(C) which would reduce the commercial center's operational noise impacts to the new residential condominiums proposed within the project site to a less than significant level. Therefore, no mitigation is required.

b. Vibration from construction was analyzed in the Skyline Village Noise Impact Study (RK Engineering, dated March 19, 2021. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the residential structures located at approximately 300 feet from the east property line. All structures surrounding the project site are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site. Based on the results of the vibration analysis, the project's construction activities would not cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would be barely perceptible.

**Table 10-B: Construction Vibration Impact Analysis**

| Construction Activity | Distance to Nearest Structure (ft) | Duration | Calculated Vibration Level - PPV (in/sec) | Damage Potential Level | Annoyance Criteria Level |
|---|---|---|---|---|---|
| Small Bulldozer | 300 | Continuous/Frequent | 0.000 | No Impact | Barely Perceptible |
| Large Bulldozer | 300 | Continuous/Frequent | 0.006 | No Impact | Barely Perceptible |
| Vibratory Roller | 300 | Continuous/Frequent | 0.014 | No Impact | Barely Perceptible |
| Loaded Trucks | 300 | Continuous/Frequent | 0.005 | No Impact | Barely Perceptible |

c. See discussions under Section 10.a.

d. See discussions under Section 10.a.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside Count

Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

| **11. PUBLIC SERVICES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The Corona Fire Department (CFD) will provide all emergency and medical aid calls to the project site. Station 6 located at the corner of Main Street and Upper Drive will provide first in response to the project site. Station 6 is located approximately 2.1 miles from the project site and is equipped with a paramedic engine company, water tender, and research engine with four personnel. Average response time to the project site is estimated to be approximately six minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 4.6 miles from the project site. The City's police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

c. The proposed project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district apply.

d. Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

e. See discussion under 11.d.

| **12. UTILITIES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☒ | ☐ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☒ | ☐ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☒ | ☐ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☒ | ☐ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☒ | ☐ |
| f. Adequate landfill capacity | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| g. Comply with solid waste regulations | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b. See discussion under Section 12.a.

c. As discussed under the Hydrology & Water Quality section, a preliminary hydrology study (KWC Engineers, December 2020) was prepared for the project to analyze the project's drainage patterns. The project will generally maintain the existing drainage patterns in the proposed condition. In comparison between the existing and proposed drainage patterns, Drainage Areas B, C, and D will have peak flows in the proposed condition that are less than the peak flows in the existing condition. However, Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. The slight increase will not impact the sizing of the existing storm drain pipeline and hydraulics of the pipeline. Furthermore, the existing storm drain pipe was sized for larger bulked flow rate of 844.2 cfs and drains to the existing Oak Street Debris Basin located approximately 1,200 feet to the east of the project site. Therefore, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d. As discussed under the Hydrology & Water Quality section, a preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basins throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

e. See discussion 12.a.

f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.

g. See discussion under Section 12.f.

| **13 AESTHETICS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☒ | ☐ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☒ | ☐ |
| c. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Light or glare | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

The following discussions are based on the Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021.

a. Per the 2020-2040 General Plan, the stretch of Foothill Parkway from Paseo Grande to Bedford Canyon Road is a city designated scenic corridor. This stretch offers views of the Prado Basin to the north and hills and valleys leading toward the San Bernardino Mountains in the north and east. The project site is located on this stretch of Foothill Parkway. The project site has been used for low-key agricultural activities in the past and is currently undeveloped and vacant. The project site is on a hill on the southwest side of Foothill Parkway. A roadway leading into the project will be cut into the hillside forming a fourth leg to the intersection of Chase Drive and Foothill Parkway. The remaining slopes facing Foothill Parkway will be landscaped on the southerly section and retained behind a proposed 30-foot-high segmented block retaining wall on the northerly section. One and two-story commercial buildings are proposed on top of the hillside nearest Foothill Parkway. Three-story residential buildings are proposed on the west side of the site at a slightly higher elevation. Currently, the dominant view of the site is the engineered hillside. The proposed project will landscape the hillside and it will continue to be the dominant view of the site. The zoning designation of the surrounding area is a combination of low-medium density residential and open space. The areas northeast of the project site contain single-family residential homes. Immediately south and west of the project site are vacant, agricultural and open space land. With a mix of residential and neighborhood commercial uses, the proposed Skyline Village mixed-use development fits well in the current land use zoning designation and aesthetics of the area. The project site is closer to Foothill Parkway similar to other developments in the immediate area. The proposed development is required to adhere to the City's development standards with respect to building height, setbacks to property lines and landscaping. Therefore, the on-site design standards will be similar to the design standards used on the nearby properties. Therefore, the project will not cause any adverse effects on the existing scenic vistas and is a less than significant impact.

b. The proposed project is located on a vacant undeveloped land. The land use zoning designation of the project area is a combination of low-medium density residential, commercial, and open space. The proposed project would develop 39 one-bedroom residential condominiums, 39 three-bedroom townhomes, a 1,400-square foot recreation center with a swimming pool, one and two-story retail shops and restaurants totaling 25,715 square feet, parking, and ancillary uses. The mix of on-site land uses would be interconnected with pedestrian and bicycle pathways. The publicly accessible vantage points include Chase Drive and Foothill Parkway to the east of the site, and the public trails north and west of the project site. The views of the project from these publicly accessible vantage points will be mainly the rooftops of the development and landscaping. Currently, the dominate view of the project site is an engineered hillside void of any vegetation. The project proposes landscaping on the hillside facing Foothill Parkway. The project will not degrade the existing character or quality of the public views of the site and surrounding project area. The proposed development will result in a uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, a less than significant impact would occur and no mitigation is warranted.

c. The project site is located on currently undeveloped vacant land on the southwest side of Foothill Parkway at the intersection of Foothill Parkway and Chase Drive. Chase Drive provides western views toward the Santa Ana Mountains. The proposed project building pads of the three-story residential buildings sit slightly higher on the west end of the project site but will not obstruct the scenic views of the mountains. The west side of the project site is dominated by the hillside slope and will continue to be the dominant visual feature of the site. There are no historic buildings on or near the project site and, since the project will be built on a vacant land that does not include existing trees or rock outcroppings, it will not affect any natural resources such as trees, or rock outcroppings. Also, there are no state scenic highways nearby. Therefore, the proposed project would have no impact on scenic resources. No mitigation is required.

d. The proposed project would introduce new sources of light because of the new development and infrastructure. The light sources would be in the form of residential lighting from the condominiums, security lighting in the common areas and garages, the lights of retail shops, and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential and commercial sources is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. The project's photometric analysis prepared by Beaumont Electric Inc. has demonstrated the project's compliance with this requirement. As such, adherence to these design measures would help reduce the light or glare potentially caused by the project.

The project would also include solar panels on the rooftops of the residential carports. Solar photovoltaic (PV) are made up of glass panels that are designed to maximize absorption of light and minimize reflection to increase electricity production efficiency. To limit reflection, solar PV panels are constructed with dark, light-absorbing materials and covered with an anti-reflective coating to create an albedo effect, which minimizes glare. Furthermore, the residential carports are

located on the western portion of the project site and would not be visible to the surrounding existing residential uses.

New on-site lighting and building materials will be designed, installed, and maintained to satisfy applicable City requirements; therefore, a less than significant impact would occur from light and glare and no mitigation is required.

| **14. CULTURAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☒ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. CRM Tech prepared a Historical/Archaeological Resources Survey Report, dated September 25, 2019, for the project. The purpose of the analysis was to determine whether the project would cause substantial adverse changes to any historic or archaeological resources as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM Tech conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. Through the various avenues of research, CRM Tech did not encounter any historical resources within or adjacent to the project area. Therefore, no impacts related to historical or archaeological resources would occur.

b. See discussions under 14.a.

c. CRM Tech prepared a Paleontological Resources Assessment Report, dated September 26, 2020, for the project. The purpose of the report was to determine whether the proposed project would potentially disrupt or adversely affect any significant, nonrenewable paleontological resources, as mandated by CEQA.

The project site is located in the northern portion of the Peninsular Ranges geomorphologic province, where a series of northwest-southeast-trending mount ranges and valleys lie subparallel to fault lines branching from the San Adreas Fault. The topography in this region generally consists of granitic rock intruding into older metamorphic rock. The project location lies at the northwestern end of the Corona-Elsinore Trough and within the Corona compound alluvial fan that slopes northeast across the trough. Surrounding area is known to contain exosures of the late-Cretaceous Ladd Formation and the younger Paleocene Silverado Formation, which is composed of marine and nonmarine beds.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered in future excavation and construction activities, CRM Tech initiated a records search with the Natural History Museum of Los Angeles County in Los Angeles, reviewed pertinent literature, and carried out a systematic field survey on July 30, 2019 in accordance with the guidelines of the Society of Vertebrate Paleontology.

The results of the research procedures indicate that the proposed project's potential to impact significant paleontological resources is low in the surface sediments of younger Quarternary alluviam in the northern portion and the southeastern corner of the property, but high in the exposures of marine late-Cretaceous Ladd formation and the Paleocene Silverado Formation elsewhere and the older Quaternary sediments underlying the younger Quarternary alluvim. The current surface soils in the project area, however, have been extensively disturbed over the past 17 years by earth-moving activities associated with the leveling of the hilltop, grading, and the construction of a concrete paved road. The surface soils essentially constitute artificial fill.

In order to prevent project impacts on significant, nonrenewable paleontological resources or to reduce such impacts to a level less than significant, CRM TECH recommended that a mitigation program be developed and implemented during any earth-moving operations reaching beyond the previously disturbed surface soils. The mitigation program should be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following:

- All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

With implementation of a mitigation program, impacts to paleontological resources would be reduced to less than significant. **[MM 14-A]**

d. Mitigation Measure 17-F **[MM 17-F]** under the **Tribal Cultural Resource** section would address inadvertent discoveries of human remains during project grading and construction. This would reduce impacts to less than significant.

**Mitigation Measure:**

**MM 14-A** Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include, but not be limited to, the following:

a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but will have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. Samples of sediments should be collected and processed to recover small fossil remains.

c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

| **15. AGRICULTURE RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

b. The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

| 16. GREENHOUSE GAS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CoronaCAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet itsestablished GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 $MtCO_2e$ (metric tons of $CO_2e$ equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The project's Air Quality and Greenhouse Gas Impact Study (RK Engineering, March 2021) determined that the project's annual GHG emissions would be 3,104.57 MTCO2e/year. Since the project's annual emissions would be greater than 3,000 MTCO2e/year, the RK Engineering report states that the project would need to complete the Screening Tables in the Corona CAP and garner the required 100 points in order to be consistent with the reduction quantities anticipated in the Corona CAP. RK Engineering completed the Screening Tables, which are attached as Appendix C to the Air Quality and Greenhouse Gas Impact Study. Based on the design and construction measures that RK Engineering selected for the project, the project was capable of garnering a total project score of 107.8 points, which shows compliance with the Corona CAP. The entitlement applications, PP2020-0005 and CUP2020-0001, are conditioned to implement the design and construction measures that were selected by RK Engineering for the project. Implementation of these measures would reduce impacts related to greenhouse gas emissions to less than significant.

b. The project proposes to incorporate several energy efficiency design features (i.e., energy efficient lighting and appliances) that would comply with Title 24 requirements as well as the California Green Building Code standards that are consistent with the Corona CAP's design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. The project site is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impacts to the state's or city's historic resources.

b. The project is subject to SB 18 and AB 52 tribal consultation. The purpose of SB 18 and AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources.

Pursuant to SB 18 protocol, the City obtained a list of 18 local Native American tribes from the Native American Heritage

Commission on August 8, 2020. On October 12, 2020, the City submitted by email letters of invitation for consultation to all 18 tribes. In response to the invitation, the following tribes requested consultation:

- Gabrieleno Band of Mission Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians

Soboba Band of Luiseno Indians

Consultation with the Soboba Band of Luiseno Indians was initially held on December 7, 2020. Per Mr. Joseph Ontiveros, representative for Soboba, the project site falls with the bounds of Soboba's Tribal Traditional Use Areas, and is in proximity to known sites, is a shared use area that was used in ongoing trade between tribes, and is considered to be culturally sensitive by the people of Soboba. Mr. Ontiveros requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were submitted to Mr. Ontiveros for review. Staff and Mr. Ontiveros discussed revisions to the draft mitigation measures during the course of the consultation process. On April 8, 2021, staff and Mr. Ontiveros were able to reach an agreement with the revised mitigation measures. On June 21, 2021, the City received a follow-up confirmation email from Mr. Ontiveros concluding consultation. Compliance with the mitigation measures would reduce impacts to tribal cultural resources to a less than significant level. **[MM 17-A through MM 17-G]**

Rincon Band of Luiseno Indians

Consultation with the Rincon Band of Luiseno Indians was initially held on April 15, 2021. Per Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Soboba, the project site is located within the territory of the Luiseno people and within Rincon's specific Area of Historic Interest. Ms. Madrigal requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Staff submitted the city's draft mitigation measures related to tribal cultural resources to Ms. Madrigal for review. Ms. Madrigal responded on April 15, 2021 and she had no further comments. On June 18, 2021, Ms. Madrigal submitted a formal letter in response to the draft mitigation measures and concluded consultation. Compliance with **MM 17-A through MM 17-G** would reduce impacts to tribal cultural resources to a less than significant level.

Gabrieleno Band of Mission Indians

Consultation with the Gabrieleno Band of Mission Indians was initially held on March 17, 2021. Per Mr. Andy Salas, representative for the Gabrieleno Band of Mission Indians, the project site is located within Gabrieleno's Ancestral Tribal Territory and thus, Mr. Salas requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were emailed to Mr. Salas for review. Mr. Salas did not agree with the city's mitigation measures and proposed separate mitigation measures on March 24, 2021. On March 31, 2021, staff reviewed the proposed mitigation measures and proposed revisions to Mr. Salas for the following reasons:

1. The mitigation measures required the project developer to retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians and for the project developer to enter into a tribal agreement with the Gabrieleno Band of Mission Indians for tribal monitoring prior to the commencement of any ground disturbance. The city's mitigation measures include similar language; however, staff proposed that the language be modified to include all three consulting tribes.

2. The mitigation measures contained very specific language pertaining to when a Tribal Monitor should be present and how the Tribal Monitor should monitor and log daily ground disturbance activities. Staff did not agree with this language because it is common for each consulting tribe to require their own separate tribal monitoring agreement with the project developer and have their own Tribal Monitor onsite. As such, staff proposed that the specific monitoring details and methods of monitoring be left to each tribe's agreement with the project developer.

3. The mitigation measures stated that upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the discovery (not less than 100 feet) until the resource can be assessed. It further stated that all tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal Monitor approved by the Consulting Tribe. If the resource is Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Staff did not oppose the requirement of establishing a 100-foot buffer from an inadvertent find; however, staff proposed that the language be revised to include the two other consulting tribes. In addition, staff recommend that the mitigation measures address disagreements between tribes with regard to the final disposition of cultural resources.

Mr. Salas did not agree with staff's suggestions. Staff revised the mitigation measures and sent them to Mr. Salas on April 15, 2021. Mr. Salas responded again that he did not agree with the city's revised mitigation measures. Staff elected to conclude consultation with the Gabrieleno Band of Mission Indians on April 15, 2021 without mutual agreement on the

mitigation measures because staff felt that good faith and reasonable efforts were made during the consultation process to address Gabrieleno's concerns while also addressing similar concerns of two other consulting tribes. Although mutual agreement could not be reached between the city and the Gabrieleno Band of Mission Indians, compliance with **MM 17-A through MM 17-G** would result in less than significant impacts.

**Mitigation Measures**

**MM 17-A** **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB/18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources.

**MM 17-B** **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

i. Project grading and development scheduling;

ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**MM 17-C** **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Monitored grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made

available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;

iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

**MM 17-D** For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study.

**MM 17-E** **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM 17-F** **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

**MM 17-G** **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens.

| 18. MANDATORY FINDING OF SIGNIFICANCE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☒ | ☐ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☒ | ☐ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☒ | ☐ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topics:

- Geologic Problems;
- Hazards and Hazardous Materials;
- Biological Resources;
- Cultural Resources; and
- Tribal Cultural Resources.

However, appropriate mitigation measures have been developed. **Mitigation Measures 3-A through 17-G** successfully mitigate all identified potential impacts to less than significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less than significant.

| 19. WILDFIRE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☒ | ☐ |

**Discussion**

a. The project site is located within a Very-High Fire Hazard Severity zone (VHFHS). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area

in perpetuity and meet the City's Vegetation Management Guidelines.

Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no impacts.

b. The proposed project would not contribute to the spreading of wildfire since the project's future homes would be required to be designed to comply with the current CBC which includes fire construction standards. Also, prior to issuance of a grading or building permit, the project is required to have a Final Fuel Modification Plan approved by the Corona Fire Department that would include a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan would also address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines. Also, Mitigation Measure 9-B **[MM 9-B]** is already required to ensure that the project meets the necessary fire flow requirements per Fire Code. Therefore, the project will not exacerbate wildfire risks. Impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.

c. See discussions under 19.a and 19.b.

d. The project site is required to comply with the engineering recommendations in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). The project is also required to comply with the fuel mod zone descriptions, treatments, and plant palette in the Final Fuel Modification Plan. The proposed project will not significantly alter drainage patterns on the site based on the Preliminary Hydrology Report (KWC Engineers, dated December 2020). Therefore, impacts to exposing people or structures to a downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

| **20. ENERGY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Preliminary Energy Analysis was prepared for the project by LSA, dated February 3, 2021 to evaluate the energy and fuel use impacts associated with the proposed project. The following discussions are based on the findings of the Skyline Village Preliminary Energy Analysis

a. The Skyline Village Preliminary Energy Analysis evaluated project-specific energy and fuel use by examining the impacts of the proposed project on regional energy use. The project's energy demand during construction and operations were analyzed. Note that the project's mitigation measures required to reduce criteria air pollutants and greenhouse gas (GHG) emissions would also reduce electricity and petroleum consumption.

Temporary (Construction) Energy Demand

Construction of the project would require temporary energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures and roadways. Construction of the project would require the use of off-road construction equipment and on-road vehicles for worker commuting, and vendors. The project construction would last approximately one year. For modeling purposes, the analysis assumed that initial grading and earthwork would result in the highest fuel use during the construction period. All construction equipment was assumed to be powered by diesel and the fuel consumption was calculated based on the equation:

Fuel Consumption = Horsepower × Load Factor × Specific Fuel Consumption

For the analysis, the specific fuel consumption was assumed as 0.22 kilogram per kilowatt hour for diesel engine (Klanfar et al. 2016). Table 20-A shows the daily fuel and energy consumption estimated for construction of the proposed project. U

**Table 20-A**
**Project Construction Daily Fuel and Energy Consumption**

| Fuel Consumption (gallons/day) | Energy Consumption (MMBtu/day) |
|---|---|
| 1,536 | 211 |

Source: LSA Associates, Skyline Village Preliminary Energy Analysis

The project's total construction related on-road fuel use is small (approximately 0.03 percent of State-wide transportation fuel consumption) and would only last for a short period of time during project construction. Therefore, construction of the proposed project would not cause a significant temporary energy impact during construction.

Permanent (Operational) Energy Demand

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2 was used to estimate electricity and natural gas consumption and renewable energy generation during the operation of the proposed project. Mitigation measures required to reduce criteria air pollutants and greenhouse gas emissions would also reduce electricity consumption. The petroleum consumption from project-related on-road transportation was calculated from VMT and fuel efficiency from EMFAC2017 (ARB 2018). The Transportation Demand Management (TDM) measures identified in the Traffic Impact Analysis and Statewide EV ownership projection would reduce petroleum consumption.

- **Electricity:** The project's annual electricity consumption is expected to be 166,283 KWH. This is 0.0011% of Riverside County's total electricity consumption of 15,520 million kWh in 2019 at full buildout. The annual electricity consumption of the proposed project is higher than the defaults within the CalEEMod model due to the electricity consumption by Electric Vehicles (EVs). However, Title 24 also requires onsite renewable electricity generation and additional efficiency that offsets the higher electricity consumption of the project. The regional electricity consumption is available at County level. The proposed project would consume less than 0.2 percent of the County's total electricity consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 268 people which is equivalent to approximately 0.011% percent of the County's total population but will consume approximately 0.0011% of electricity consumption when onsite renewable generation is included. Therefore, the project's electricity consumption per person would be less than the County per capita average, and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Natural Gas:** The project is expected to consume13.25 MMBtu of natural gas. This is 0.0029% of the County's total natural gas consumption. The proposed project would consume less than 0.002% of the County's total natural gas consumption and the proposed project would generate a population of approximately 0.011% of the County's total population, the project's natural gas consumption per person would be less than the County per capita average. Therefore, the project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Petroleum**: The proposed project would consume approximately 0.0003% of the County's annual petroleum consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2019). The proposed project is anticipated to generate a service population of approximately 1,116 which is equivalent to approximately 0.045% of the County's total population. Therefore, the project's petroleum consumption per person would be less than the County per capita average, and would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

b. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. 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 in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report (CEC 2019). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 100, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by

disadvantaged communities, demand response, transmission, and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, onsite renewable energy generation combined with all electric homes significantly reduces the energy usage associated with operation of the proposed project and would be relatively small in comparison to the State's and County's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's per capita energy consumption is less than the regional (State or County) level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation measures would be necessary.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. Phase I ESA, prepared by LGC Geo-Environmental, dated December 30, 2019
4. Phase II ESA, prepared by prepared by LGC Geo-Environmental, dated November 30, 2020
5. Geologic Fault Hazard Evaluation, prepared by LGC Consultants, July 16, 2020
6. Geotechnical Investigation Report, prepared by LGC Consultants, July 16, 2020
7. Skyline Village Preliminary Energy Analysis, prepared for the project by LSA, dated February 3, 2021
8. Preliminary Hydrology Report, prepared by KWC Engineers, dated December 2020
9. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, March 2021
10. Paleontological Resources Assessment Report, prepared by CRM Tech, dated September 26, 2020
11. Historical/Archaeological Resources Survey Report, prepared by CRM Tech, dated September 25, 2019
12. Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021
13. Skyline Village Noise Impact Study, prepared by RK Engineering, dated March 19, 2021
14. Preliminary Water Study, prepared by KWC Engineers, dated May 2021
15. Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services (SBS), date December 17, 2020
16. Traffic Impact Study for the project, prepared by RK Engineering, dated June 9, 2021
17. Air Quality & Greenhouse Gas Impact Study, prepared by RK Engineering Group, Inc., March 19, 2021
18. Preliminary Water Quality Management Plan, prepared by KWC Engineers, May 20, 2021
19. Skyline Village TTM 37691 Water System Mitigation Requirements Memorandum, City of Corona Public Works Department, June 14, 2021

# MITIGATION MONITORING AND REPORTING PROGRAM
# CITY OF CORONA

| | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **GELOGIC PROBLEMS** | | | | | |
| MM 3-A | Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| | **AIR QUALITY** | | | | | |
| MM 5-A | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| MM 5-B | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| | **BIOLOGICAL RESOURCES** | | | | | |
| MM 7-A | Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-B | If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| MM 7-C | Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction. | Condition of approval | Submittal of photograph or field inspection | Prior to grading/construction | Community Development | |
| MM 7-D | Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept | |
| MM 7-E | The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F | The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, And C:<br>• Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.<br>• Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.<br>• Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.<br>• Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.<br>• Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush. | Condition of approval | Submitttal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 7-F Cont' | • Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."<br>• Grading/Land Development: No grading or land development shall extend into any avoidance areas. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |
| | **HAZARDS AND HAZARDOUS MATERIALS** | | | | | |
| MM 9-A | Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| MM 9-B | The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first. | Condition of approval | Payment of fee | Prior to map recordation | Public Works Dept. and DWP | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| | **CULTURAL RESOURCES** | | | | | |
| MM 14-A | Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include but not be limited to the following:<br><br>a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.<br><br>b. Samples of sediments should be collected and processed to recover small fossil remains.<br><br>c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br><br>d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| | **TRIBAL CULTURAL RESOURCES** | | | | | |
| MM 17-A | **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB 18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. | Condition of approval | Submittal of agreements | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-A cont' | Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources. | | | | | |
| MM 17-B | **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.<br><br>a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:<br><br>i. Project grading and development scheduling; | Condition of approval | Submittal of documentation showing that an archeologist has been retained for the project. | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-B cont' | ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;<br><br>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. | | | | | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-C | **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:<br><br>a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and<br><br>b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:<br><br>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C Cont' | ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;<br><br>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and<br><br>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes. | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-D | For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study. | Condition of approval | Submittal of Phase IV monitoring report or other documentation as applicable | Within 60 days of completion of grading | Community Development Dept. | |
| MM 17-E | **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-F | **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-F Cont' | The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).<br><br>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-G | **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:<br><br>a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.<br><br>b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

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**File #:** 21-0696

# PLANING AND HOUSING COMMISSION STAFF REPORT

DATE: 07/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**CUP2020-0001:** Conditional Use Permit application to establish 78 residential condominiums on 8.07 acres in the R-3 zone proposed by Change of Zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc., 110 N. Lincoln Avenue, Suite 202, Corona, CA 92882)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** adopt Resolution No. 2573 GRANTING CUP2020-0001, based on the findings contained in the staff report and conditions of approval.

**PROJECT SITE SUMMARY**
**Area of Property:** 8.07 acres
**Existing Zoning:** A (Agricultural)
**Proposed Zoning:** R-3 (Multiple Family Residential)
**Existing General Plan:** Low Density Residential (3-6 du/ac)
**Proposed General Plan:** Medium Density Residential (6-15 du/ac)
**Existing Land Use:** Vacant
**Proposed Land Use:** Multiple Family Residential
**Surrounding Zoning/Land Uses:**
**N:** R-1-7.2 zone (Single Family Residential)/undeveloped land
**E:** Foothill Parkway with R-1-7.2 and R-1-8.4 zones (Single Family Residential) located beyond
**S:** Agricultural zone/commercial nursery and Open Space (OS) zone/open space land
**W:** Agricultural zone/undeveloped land

**BACKGROUND**

Site History
The project site is part of the Skyline Village mixed-use project, which is comprised of two

undeveloped parcels totaling 17.02 acres, which are located on the southwest side of Foothill Parkway at Chase Drive. The parcels were annexed into the City of Corona in 2018 with the Skyline Heights annexation and were given an A (Agricultural) zoning and a Low Density Residential (LDR) general plan designation. The Agricultural zone permits a variety of agricultural uses, and residential uses when ancillary to a primary agricultural use. The LDR general plan designation permits residential development to occur at a density ranging from 3 to 6 dwelling units per acre (du/ac).

The project site is currently undeveloped and has an approximately 130-foot-high manufactured slope with terrace drains bordering Foothill Parkway to the east. The site is bordered by undeveloped land to the north, west, and south. A commercial nursery borders the site to the southwest and currently has vehicular access through the project site from Foothill Parkway. The Skyline Heights residential subdivision, TTM 36544, is located generally west of the project site.

Project Background

GF Investments is proposing to develop the project site for multiple family residential purposes in conjunction with a commercial center to the east on the adjoining parcel. The commercial center consists of 25,715 square feet of commercial retail, service and food space on the 8.95 acres. This plan is being reviewed separately under Precise Plan (PP) 2020-0005. The residential component, which is the reason for CUP2020-0001, consists of 78 attached condominium units on 8.07 acres.

The proposed project is associated with a General Plan Amendment (GPA2020-0003), Change of Zone (CZ2020-0002), and a Tentative Tract Map (TTM 36791). The General Plan Amendment and Change of Zone establish a general plan designation and zoning appropriate for the project's proposed residential and commercial land uses. The General Plan Amendment changes the site's existing General Plan designation from Low Density Residential (LDR, 3-6 du/ac) to Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, and to General Commercial on 8.95 acres. The Change of Zone corresponds to the changes by GPA2020-0003 and proposes to change the site's existing A (Agricultural) zone to R-3 (Multiple Family Residential) on 8.07 acres, and C-3 (General Commercial) on 8.95 acres. TTM 36791 proposes to create two lots on the site to allow for each area of development to be contained within its own lot.

The project was initially reviewed by city staff as DPR2020-0003 and DPR2020-0008 in February and July 2020. The applicant formally submitted all five applications on October 2, 2020, including the tentative tract map. The applications were reviewed by staff at the Project and Environmental Review Committee meeting on October 22, 2020 and determined to be incomplete. The applicant subsequently submitted the revised application materials and pending technical studies, with the applications being deemed complete on June 15, 2021, at which time the project was scheduled for a July 12, 2021 Planning and Housing Commission review.

Code Requirements

The R-3 zone requires a conditional use permit (CUP) for residential condominium developments. CUPs are subject to the approval of the Planning and Housing Commission.

The residential project proposed by CUP2020-0001 is subject to the condominium property development standards established in Chapter 17.82 of the Corona Municipal Code (CMC), as well

as the R-3 zone's development standards as established by CMC Chapter 17.24.

Infrastructure Committee and Community Meetings

The project was presented to the City Infrastructure Committee meeting on February 6, 2019. At that time, the project was only a design concept, and showed commercial uses across the entire 17 acres site. The uses included a three-story Class A office building, grocery store, farmers market, restaurants, retail and commercial service space, and a gas station. The plan also included outdoor space for events. Issues that were discussed at the meeting included noise emitting from the outdoor events, glare from the gas station signage, and establishing a connectivity from the project site to nearby trails. The Committee encouraged community outreach to be conducted with the Orchard Glen residences to the south of the project site and with the residences located in the Chase Drive area to the east. Overall, the Committee was receptive to the concept, and the project received support from the members of the public who attended the meeting.

The currently proposed commercial area does not include the original concept's gas station. As a result, the community concerns with the gas station and glare from the illumination of the station's pylon signs is moot. All project identification signs as currently proposed will not produce glare because they are backlit. The conceptual signage plan is proposed as part of the Precise Plan application (PP2020-0005).

With respect to trail connectively, the project is maintaining an existing trail access that is located along the northerly perimeter of the project site. TTM 36791 proposes to establish an easement over the portion of the trail that is within the project site for public use.

On November 11, 2020, the applicant conducted a community informational meeting through Zoom. The applicant sent flyers to properties located within a 1,000-foot radius from the project site. Attached as Exhibit 3.I is a copy of the flyer. Prior to this meeting, the applicant reached out to the public on social media websites, including Facebook and various trail websites, to obtain feedback on the project's design and uses. The applicant had also reached out to local businesses and business leaders for their input.

On December 2, 2020, the Infrastructure Committee was provided an update on changes that were made to the project by the applicant, including revisions to include 78 condominiums, and over 27,000 square feet of commercial and retail use, including a food hall and outdoor dining. The architecture for the commercial buildings had also been revised to reflect a style the applicant references as "mammoth rustic woods". The Committee expressed general support for the concept, while noting the importance of tying the project's architecture in with the mining history of the surrounding area.

## PROJECT DESCRIPTION

Site Plan

The site plan for the overall development is attached as Exhibit 3.A. The residential area is located on the western half of the project site, occupying 8.07 acres. The commercial center is on the eastern half, occupying the remaining 8.95 acres. The primary access to the residential site is a

private street that extends from Foothill Parkway through the center of the project's commercial area.

The proposed residential project is a gated condominium development comprised of one-bedroom units on the ground floor, with three-bedroom units above. The condominiums are attached, forming either a 10- or 16-unit building. The condominium buildings are oriented in either a north-south or east-west direction. A communal recreation building and pool are centrally located within the complex. A small dog park and a children's play area are located at the site's west perimeter. Carports for residential parking and uncovered guest spaces are located along the north, south, and west perimeters. Two-car garages are provided adjacent to the entrances to the three-bedroom units. A secondary fire access lane is located at the southeasterly corner of the complex. The internal circulation consists of 28-foot-wide drive aisles that circulate the residential buildings. The drive aisles comply with the Fire Department's minimum fire lane width requirement.

Trash enclosures are placed at three different areas within the complex, which makes the trash enclosures more accessible to all residents living within the complex. The design of the trash enclosures must comply with city standards in terms of size and allowable construction materials. The enclosures are also required to be topped with a cover, which ensures the waste bins are not visible from the upper floors of the residential buildings. The trash enclosures will be reviewed for compliance with all applicable code requirements during the plan check process.

The layout of the buildings complies with the applicable building setbacks and building separation requirements prescribed by the CMC for the R-3 zone and for condominium developments. The buildings cover approximately 14 percent of the residential site. This is well below the maximum allowable lot coverage established for the R-3 zone, which is 60 percent.

Open space

The R-3 zone requires useable open space to be provided for multifamily residential developments based on a ratio of 200 square feet of open space per dwelling unit. With 78 units the proposed project must provide a minimum of 15,600 square feet of useable open space. The open space must be provided in the form of both common and private areas (e.g., patios or balconies). The project proposes 70,008 square feet of total useable open space, which is well above the minimum space required. Out of this total amount, 50,232 square feet is provided as common areas. This includes a recreation building, pool, dog park, children's active play area, a fire pit/lounge area, and open turf areas. The remainder of the open space provided is the private open space attributed to each unit, including either 131 square feet patio or a 1,157 square feet rooftop terraces.

Conceptual landscape plans depicting the common areas are attached as Exhibit 3.G. The patios and rooftop terraces are depicted on the residential building floor plans in Exhibit 3.D.

Floor Plans

The project proposes two different unit floor plans. These are identified on the plans as the Main Unit and the Studio Unit. There are 39 Main Units and 39 Studio Units.

The Main Unit is three stories, has three bedrooms, three baths, and a two-car garage. The unit also

includes access to a rooftop terrace for the resident's private use. The total living area is 2,347 square feet living, excluding the garage and rooftop terrace. The entrance into the unit is located on the same side as the garage entrance. A second access is provided from inside the garage.

The Studio Unit is a single-bedroom unit located on the ground floor behind the garage. The Studio Unit has a living area of 659 square feet. Entrance into the Studio Unit is from an enclosed covered patio, which is located on the opposite side of the building from the Main Unit's entrance.

Both floor plans exceed the R-3 zone's minimum living area requirement of 600 square feet, and both units have washer and dryer hookups.

Architecture

The residential buildings have plaster with stone veneer and horizontal siding accent materials. Wood trim is used around the windows, along the roofline, and in a vertical direction between the 3-story units to provide a visual separation of the units. Pop-outs are incorporated into the facades at the second-floor bathrooms and staircase landings. The building's roofline design is primarily flat due the rooftop terraces; however, the rooftops incorporate raised walls and glass railing along the perimeters of the terraces, which provides a visual break in the roofline design. The ground floor patios for the Studio Units are enclosed by 4-foot-high walls that are enhanced with horizontal siding and covered by steel seamed roofs that project from the buildings. The color palette is earth-toned. The use of different materials, horizontal and vertical elements, and projections provide a visually stimulating design for the buildings. Elevation plans and renderings for the residential buildings are attached as Exhibits 3.E and 3.F.

The buildings are 40 feet in height or less, which complies with the 40-foot building height limit that is established for the R-3 zone. The carports will have solar-mounted panels on the carport covers.

The architecture for the commercial buildings is slightly more eclectic; however, both residential and commercial buildings utilize similar building materials including metal, timber, wood, and stone. This allows both areas to maintain a cohesive look throughout the entire project site, while still allowing each area to stand on its own. According to the applicant, the architecture is inspired by the surrounding area's mining history, which influenced the combination of rustic with modern elements. Elevations for the commercial building are attached to the precise plan report.

Parking

Corona Municipal Code Chapter 17.76 (Off-Street Parking) establishes the parking requirements for multi-family residential developments, which is based on the number of bedrooms per unit. The code requires covered parking (i.e., garage or carports) to be provided for residents and uncovered parking for guests. The project is required to have a minimum of 172 parking spaces. The project exceeds this requirement by providing a total of 191 parking spaces, which are distributed in the following manner:

- 78 garage spaces for residents;
- 79 carport spaces for residents; and
- 34 uncovered spaces for guests.

The project's parking requirement is summarized in the table below.

**Skyline Village Residential Parking**

| Number of Units | Number of Bedrooms | Parking Requirement | Parking Required | Parking Provided |
|---|---|---|---|---|
| 39 (Main) | 3 beds | 2.5 covered spaces/unit | 97.5 spaces | |
| 39 (Studio) | 1 bed | 1.5 covered spaces/unit | 58.5 spaces | |
| 78 (All) | N/A | 1 uncovered space/unit | 15.6 spaces | |
| | | | | |
| | | **Total Required Spaces** | **172 spaces** | |
| | | | | |
| | | **Total Covered Spaces (garages and carports** | | 157 |
| | | **Total Uncovered Spaces (guests)** | | 34 |
| | | **Total Provided Spaces** | | **191** |

Landscaping, Fences and Walls

The preliminary landscape plan for the project is attached as Exhibit 3.G. The plan consists of climate adaptive plant materials that require low to medium water usage. The plant materials were chosen for multiple purposes, such as their ability to provide site wide coverage, slope stabilization, parking lot shade, and enhancements to the project entries. Maintenance and longevity of the plant materials were taken into consideration. All landscape areas will conform to current City of Corona landscape design guidelines for commercial developments and the project's Fuel Modification Plan, which has been reviewed by the Fire Department.

The project site contains a USGS blueline stream along the northern perimeter of the site. The blueline stream was identified by the project's biological analysis prepared by Searl Biological Services (dated Dec. 17, 2020) as an ephemeral wash that receives and carries flow during storm events. The stream is considered "jurisdictional", as such the applicant would need to obtain certain permits from the Army Corp of Engineers and California Department of Fish & Wildlife if development encroaches or disturbs the area of the blueline stream. The project proposes complete avoidance of the stream; therefore, no jurisdictional permits are required. However, the project is proposing to create 2:1 slopes along the southern edge of the blueline stream. In order to avoid indirect impacts to the blueline stream, the project's Mitigated Negative Declaration requires that temporary fencing be installed and maintained between the project development area and the blueline stream area during construction. In addition, landscaping for the 2:1 slopes and all areas adjacent to the stream shall avoid using certain invasive plant species. The list of plant species to avoid is identified under Appendix E of the biological analysis. The slopes and areas adjacent to the stream shall only be landscaped with native plant species. City staff will coordinate with the applicant's biological consultant to ensure that these areas are appropriately landscaped.

Fencing will be constructed along the north, west, and east perimeters of the residential site. The

entry into the residential site is located on the east perimeter and consists of steel framed gates flanked by columns with a limestone veneer finish. The fencing along both sides of the entry gates is a 6-foot high stucco block wall. The fencing along the west and north perimeters is a 6-foot high tubular steel fence. A gated entrance at the north perimeter allows residents direct access to and from the trail on the north side of the tubular steel fence.

Signage

An entry monument sign is proposed at the entrance of the residential complex. The sign will be incorporated into a 42-inch high decorative block wall to be constructed at the entrance. The letters of the sign are corten steel, which matches the design and look of the signs that are proposed for the commercial development. The sign is shown on the conceptual landscape plans, Exhibit 3.G.

Access and Public Improvements

The project site will have vehicular access from Foothill Parkway via a new 54-foot-wide private street that will be shared by both lots created by proposed TTM 37691. The access street bisects the commercial lot and terminates at the residential property. The residential property is gated with residents having remote controlled access into the property. The street is aligned with Chase Drive to create a four-way signalized intersection. The improvements for the street include 8-foot-wide raised center median with one westbound lane and one eastbound lane, curb and gutter, and a 5-foot wide sidewalk on both sides of the road.

Foothill Parkway is classified as a secondary 4-lane street per the General Plan. The section of Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 to 113 feet and is improved with 78 feet of paved roadway width. The southwesterly side of the street adjacent to the site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widened an additional two (2) feet to accommodate a new dedicated right-turn lane, which will allow for right turns from Foothill Parkway into the project entrance.

A 28-foot-wide emergency access road is proposed at the southeasterly corner of the site to provide a second point of access for the project. The road also provides access to the neighboring properties to the west and southwest, which are landlocked behind the project site. This secondary entrance road is off-site and located within an adjacent city-owned property that fronts Foothill Parkway. A portion of the entrance also encroaches into open space property that is maintained by the HOA of the Orchard Glen residential community located south of the project site. The recommended Conditions of Approval require the applicant to acquire the city-owned property or obtain an easement from the city for the off-site entrance, and to obtain an easement from the Orchard Glen HOA for the encroachment into their open space area.

Retaining Walls and Trail Access

To create level buildable pads the project requires the construction of two large geogrid reinforced retaining walls along the north and south perimeters of the site. The north wall extends from Foothill Parkway to the westerly limits of the project site, and ranges from approximately four (4) feet to thirty (30) feet in height. The south wall is located mostly within the residential lot, and ranges from approximately three (3) to twenty (20) feet in height. The exterior facade of the retaining walls is an

earth-colored, segmented block that allows for vines to be planted into the wall to soften its appearance (Exhibit 3.H).

A 2:1 slope and a 12-foot-wide paved maintenance road are proposed at the base of the north retaining wall, from Foothill Parkway to the project's west boundary line. The maintenance road provides access to the slopes and retaining wall for maintenance by the project's homeowners association and/or property owners association. The applicant is proposing to allow the road to be used as public trail access, and will be establishing through the tentative tract map process a public trail access easement. This is depicted as Easement F on the preliminary precise grade plan (Exhibit 3.C).

The project will provide a publicly accessible sidewalk along the exterior side of the gated residential site, which will connect the trail/maintenance road to the commercial center. The sidewalk is intended to provide trail users a more direct and shorter route between the trail and the proposed commercial uses. This is depicted as Easement H on the preliminary precise grade plan.

The retaining walls, slopes, easements and maintenance road are shown on the preliminary grading plan, in Exhibit 3.C.

**ENVIRONMENTAL ANALYSIS**

An Initial Study (IS) prepared for the project identified that the project could result in potentially significant impacts to the environment in the areas of geology, biological resources, hazardous materials, cultural resources, and tribal cultural resources. However, the IS identified that all of the project's potentially significant impacts are capable of being mitigated to less than significant. Therefore, per Section 15070 of the California Environmental Quality Act (CEQA) Guidelines and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration (MND) was prepared for the project.

Based on the measures in the project's MND, there is no substantial evidence, in light of the whole record before the City, that the project would have a significant or potentially significant effect on the environment. The Mitigated Negative Declaration is recommended for adoption (Exhibit 4).

As stated previously, the project contains a USGS blueline stream along the northern perimeter of the site. The blueline stream is considered "jurisdictional", and subject to certain permits from the Army Corp of Engineers and California Department of Fish & Wildlife if development encroaches into or disturbs the blueline stream. The design of the project avoids the blueline stream; therefore, no jurisdictional permits are required.

**FISCAL IMPACT**

The applicant has paid the applicable application processing fees for the project.

**PUBLIC NOTICE AND COMMENTS**

A 20-day public notice was mailed to all property owners within a 1,000-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. It should be noted that the city's public noticing radius requirement is 500 feet. However, the applicant elected

to increase the noticing radius to a conservative 1,000 feet in order to include the nearest residential properties that are located beyond Foothill Parkway to the east of the project site, and in the Orchard Glen community located south of the project site.

As of the preparation of this report, the Community Development Department received a response from Mr. Bu Lee who is the owner of the three vacant properties that are landlocked behind the project site, to the west and southwest. Mr. Lee voiced his concerns regarding the access road the applicant is proposing to construct on the project site, to provide access from Foothill Parkway to Mr. Lee's properties. As discussed in the EASEMENT section of the TTM 36791 staff report, the road is located along the southerly perimeter of the project site and provides access to Mr. Lee's properties, to the adjacent nursery to the south, and serves as an emergency road for the project site. The proposed road width ranges from 12 feet to 28 feet. The easterly portion of the road extending from Foothill Parkway to the commercial parking lot is 28 feet wide. The portion that extends to the nursery is 20 feet wide. From the nursery access point to Mr. Lee's properties the road is 12 feet wide. Mr. Lee stated to staff that he would like the developer to provide him a wider road to accommodate two-way access.

**STAFF ANALYSIS**

As demonstrated by this report, the residential project is capable of complying with applicable codes and requirements in the Corona Municipal Code, including building setbacks, lot coverage, building height limitation, parking, landscaping, and fencing. The residential buildings have an architectural style that is rustic, with modern elements incorporated. The primary materials are plaster, stone, and wood, which are commonly used throughout the City, including the residential neighborhoods that are located nearby. The Corona Municipal Code prescribes no specific architectural theme for the R-3 zone. The project will be enhanced by landscaping that has been selected for their functionality, longevity, and ability to adapt to Corona's climate.

The residential buildings are proposed towards the rear portion of the project site and at the base of a steep slope. The site is surrounded by undeveloped land and a commercial nursery. Although the buildings are 40 feet in height, their visibility would be minimized from Foothill Parkway by the commercial development that is proposed at the front portion of the project site. The project would not impact the nearby single family residential neighborhoods to the east or south in term of visual, noise, or lighting impacts because the project site is separated from these areas by distance, roadways, or hilly terrain and open space. Also, the project was analyzed for potential environmental impacts, and all potential impacts identified were determined to be mitigatable.

The project is consistent with multiple goals and policies established by the General Plan. The project meets Land Use policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code. This is demonstrated by the project plans attached to this report. The project is consistent with Land Use goal LU-7 and policy LU-7.1 by accommodating the development of additional housing with supporting commercial uses to meet the needs of Corona's residents. The project also supports the preservation of trails, trail accessibility and connectivity under Parks and Recreation Goal PR-6, while avoiding impacts to natural habitats.

Housing Crisis Act of 2019

SB 330 amended the Housing Accountability Act, which became effective on January 1, 2020. Per Government Code Section 66300, the lead agency (City) reviewing a housing project is prohibited from imposing or enforcing design standards on or after January 1, 2020 that are not objective design standards. The project as proposed by CUP2020-0001 meets the development standards for the R-3 zone as adopted by the City's municipal code. The adopted development standards include building setbacks, building height, open space, parking, and lot coverage.

**FINDINGS OF APPROVAL FOR CUP2020-0001**

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 3.B.*

    b. *There is no substantial evidence before the City that the revised project may have a significant effect*.

2. All the conditions necessary for granting a Conditional Use Permit as set forth in Section 17.92.110 of the Corona Municipal Code do exist in reference to CUP2020-0001 for the following reason:

    a. *The proposal will not be detrimental to the public health, safety, convenience or general welfare, and will be in harmony with the various elements and objectives of the city's General Plan because the project meets or exceeds the development standards that are applicable to the project in the Corona Municipal Code. The provide provides adequate access from Foothill Parkway, and all necessary public improvements will be constructed with this project.*

3. The proposal is consistent with the General Plan for the following reasons:

    a. *The residential development proposed by CUP2020-0001 yields a density of 9.66 dwelling units per acre, which does not exceed the maximum allowable density of 15 dwelling units per acre permitted by the Medium Density Residential general plan designation.*

    b. *The project supports Land Use Policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code.*

    c. *The project is consistent with Land Use Policy LU-7.3, which encourages the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to schools,*

*parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. The project is part of a mixed-use development that integrates two different land uses (residential and commercial) that support each other while also supporting trail activity.*

*d. The project supports Land Use Goal LU-7 and Policy LU-7.1 by accommodating the development of additional housing with supporting commercial uses to meet the needs of Corona's residents.*

*e. The project meets the design principles outlined under Land Use Policy LU-7.8 for new multifamily residential projects.*

*f. The project is consistent with Parks and Recreation Policies PR-6.2 and PR-6.3, by maintaining trail access into the Cleveland National Forest while avoiding impacts to natural habitats.*

4. The proposal is consistent with the R-3 zone for the following reasons:

*a. The project complies with the property development standards that are established by the Corona Municipal Code for the R-3 zone, including building setbacks, building height limitation, parking, landscaping, and fencing requirements.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**REVIEWED BY:** JAY EASTMAN, PLANNING MANAGER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS:
1. Resolution No. 2573
2. Locational and Zoning map
3.A Site plan
3.B Conditions of Approval
3.C Preliminary Grading Plan
3.D Floor Plans
3.E Elevation Plans
3.F Renderings of Residential Buildings
3.G Landscaping, Fences and Walls, and Signage
3.H Retaining Wall Details
3.I Neighborhood Information Meeting Flyer
3.J Applicant's letter, dated April 9, 2021
4. Environmental documentation

Case Planner: Sandra Yang, Senior Planner (915)736-2262

**RESOLUTION NO. 2573**

**APPLICATION NUMBER: CUP2020-0001**

**A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A CONDITIONAL USE PERMIT TO ESTABLISH 78 RESIDENTIAL CONDOMINIUMS ON 8.07 ACRES IN THE R-3 ZONE PROPOSED BY CHANGE OF ZONE 2020-0002, LOCATED ON THE SOUTHWEST SIDE OF FOOTHILL PARKWAY AT CHASE DRIVE.**

**WHEREAS**, the application to the City of Corona, California, for a Conditional Use Permit under the provisions of Chapter 17.92 in the Corona Municipal Code, has been duly submitted to said City's Planning and Housing Commission to establish 78 residential condominiums on 8.07 acres in the R-3 zone proposed by Change of Zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive.

**WHEREAS,** the Conditional Use Permit was submitted in conjunction with GPA2020-0003, CZ2020-0002, TTM 37691 and PP2020-0005; and

**WHEREAS**, the Planning and Housing Commission held a noticed public hearing for CUP2020-0001, GPA2020-0003, CZ2020-0002, TTM 37691 and PP2020-0005 on July 12, 2021, as required by law; and

**WHEREAS**, at the conclusion of the hearing the Planning and Housing Commission, pursuant to Section 15070 of the California Environmental Quality Act (CEQA) Guidelines and Section 6.02 of the City's Local Guidelines, recommended the City Council adopt the Mitigated Negative Declaration prepared for CUP2020-0001, GPA2020-0003, CZ2020-0002, TTM 37691 and PP2020-0005, because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant.

**WHEREAS**, after close of said public hearing, the Commission by formal action, found that all the conditions necessary to granting a Conditional Use Permit as set forth in

Corona Municipal Code Section 17.92.110 do exist in reference to CUP2020-0001, based on the evidence presented to the Commission during said hearing; and

**WHEREAS**, the Planning and Housing Commission based its recommendation to approve the CUP2020-0001 on certain conditions of approval and the findings set forth below.

**NOW, THEREFORE, THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** CEQA Findings. As a decision-making body for this CUP2020-0001, the Planning and Housing Commission has reviewed and considered the information contained in the MND, the initial study and the administrative records for this Conditional Use Permit, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study and the administrative record, including all written and oral evidence presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this CUP2020-0001 are either no impact or less-than-significant.

**SECTION 2.** Conditional Use Permit Findings**.** Pursuant to Corona Municipal Code ("CMC") section 17.92.110 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:
    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 3.B.*
    b. *There is no substantial evidence before the City that the revised project may have a significant effect.*

2. All the conditions necessary for granting a Conditional Use Permit as set forth in Section 17.92.110 of the Corona Municipal Code do exist in reference to CUP2020-0001 for the following reason:
    a. *The proposal will not be detrimental to the public health, safety, convenience or general welfare, and will be in harmony with the various elements and objectives of the city's General Plan because the project meets or exceeds the development standards that are applicable to the project in the Corona Municipal Code. The provide provides adequate access from Foothill Parkway, and all necessary public improvements will be constructed with this project.*

3. The proposal is consistent with the General Plan for the following reasons:

a. *The residential development proposed by CUP2020-0001 yields a density of 9.66 dwelling units per acre, which does not exceed the maximum allowable density of 15 dwelling units per acre permitted by the Medium Density Residential general plan designation.*
b. *The project supports Land Use Policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code.*
c. *The project is consistent with Land Use Policy LU-7.3, which encourages the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to schools, parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. The project is part of a mixed-use development that integrates two different land uses (residential and commercial) that support each other while also supporting trail activity.*
d. *The project supports Land Use Goal LU-7 and Policy LU-7.1 by accommodating the development of additional housing with supporting commercial uses to meet the needs of Corona's residents.*
e. *The project meets the design principles outlined under Land Use Policy LU-7.8 for new multifamily residential projects.*
f. *The project is consistent with Parks and Recreation Policies PR-6.2 and PR-6.3, by maintaining trail access into the Cleveland National Forest while avoiding impacts to natural habitats.*

4. The proposal is consistent with the R-3 zone for the following reasons:
   a. *The project complies with the property development standards that are established by the Corona Municipal Code for the R-3 zone, including building setbacks, building height limitation, parking, landscaping, and fencing requirements.*

**BE IT FURTHER RESOLVED** that a copy of this Resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said Conditional Use Permit.

Adopted this 12th day of July, 2021.

_____
Craig Siqueland, Chair
Planning and Housing Commission
City of Corona, California

**ATTEST**:

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

I, Stella West, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in a regular session of said Planning and Housing Commission duly called and held on the 12th day of July, 2021, and was duly passed and adopted by the following vote, to wit:

**AYES:**

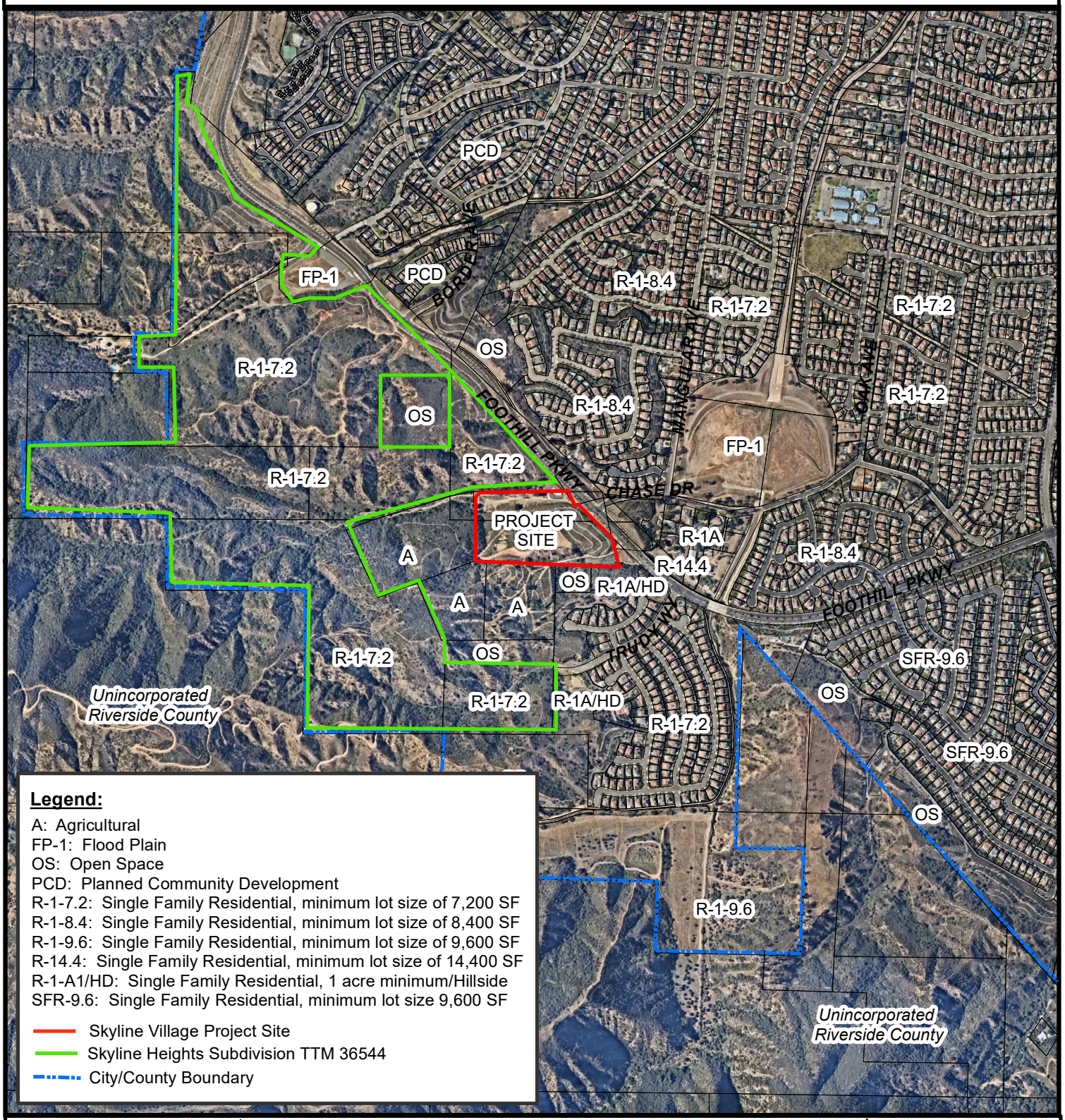
**NOES:**

**ABSENT:**

**ABSTAINED:**

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

# LOCATIONAL & ZONING MAP




**Legend:**

A: Agricultural
FP-1: Flood Plain
OS: Open Space
PCD: Planned Community Development
R-1-7.2: Single Family Residential, minimum lot size of 7,200 SF
R-1-8.4: Single Family Residential, minimum lot size of 8,400 SF
R-1-9.6: Single Family Residential, minimum lot size of 9,600 SF
R-14.4: Single Family Residential, minimum lot size of 14,400 SF
R-1-A1/HD: Single Family Residential, 1 acre minimum/Hillside
SFR-9.6: Single Family Residential, minimum lot size 9,600 SF

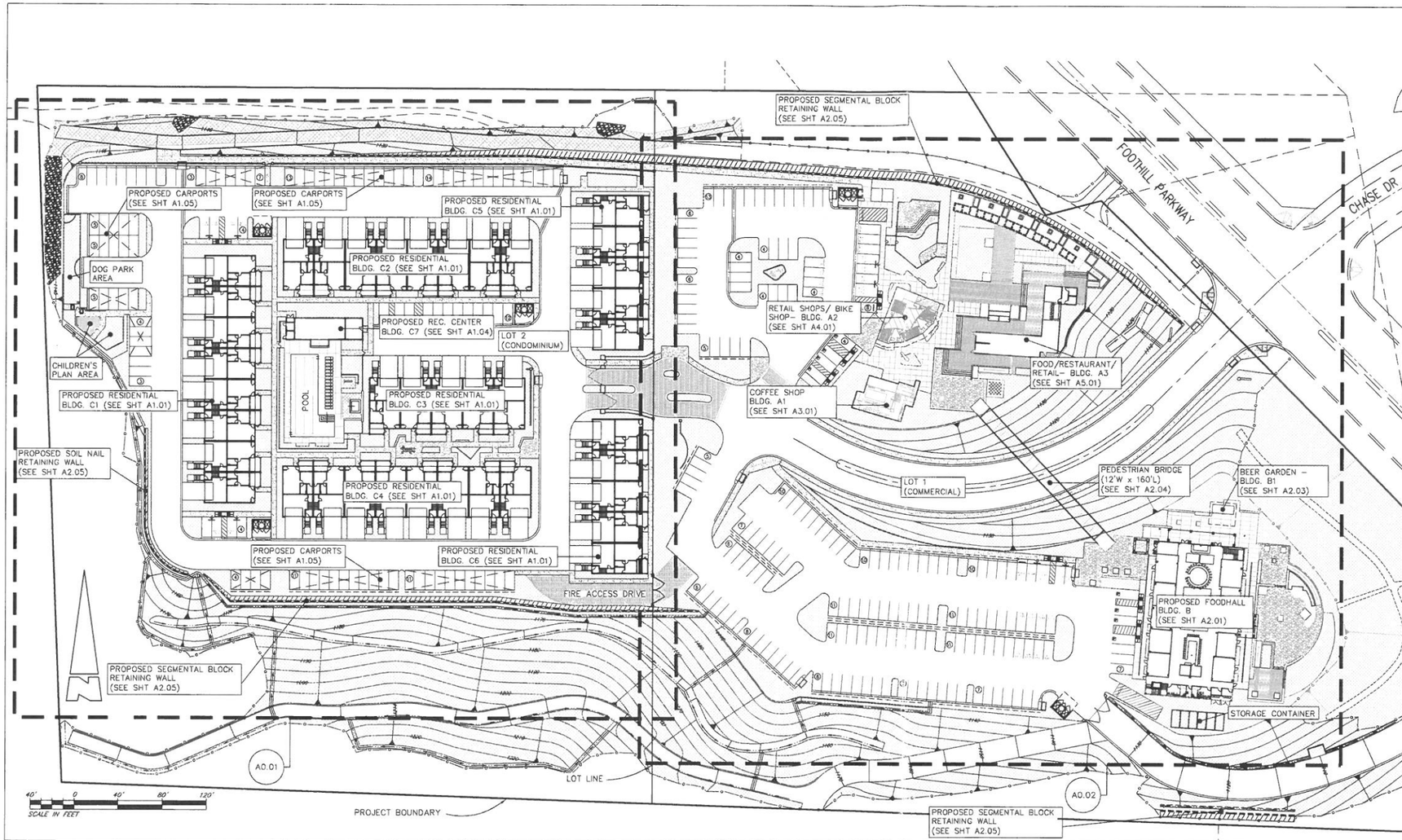
Skyline Village Project Site
Skyline Heights Subdivision TTM 36544
City/County Boundary

Date: 06/30/2021

GPA2020-0003, CZ2020-0002, TTM37691, PP2020-0005, & CUP2020-0001

N W E S

EXHIBIT 2




## OVERALL SITE PLAN

1"=40'-0" | 09

## PROJECT SUMMARY

| | | |
|---|---|---|
| LOT 1 GROSS AREA = 351,800 SF (8.95 AC) | | |
| LOT 2 GROSS AREA = 389,736 SF (8.07 AC) | | |
| TOTAL GROSS AREA = 741,536 SF (17.02 AC) | | |
| BUILDING AREA = | 1.54 AC | 9.0% |
| PAVEMENT AREA = | 5.50 AC | 32.3% |
| LANDSCAPE/OPEN SPACE AREA = | 9.98 AC | 58.7% |
| TOTAL GROSS AREA = | 17.02 AC | 100.0% |

### LAND USE SUMMARY

| | |
|---|---|
| BUILDING A1 (COFFEE SHOP) | 1,568 SF |
| BUILDING A2 (RETAIL SHOPS/ BIKE SHOP) | 1,837 SF |
| BUILDING A3 (FOOD/ RESTAURANT) | 1,195 SF |
| BUILDING A3 (RETAIL SHOPS) | 1,200 SF |
| BUILDING B/B1 (FOODHALL-FOOD/BAR/PRODUCE) | 10,715 SF |
| BUILDING B (FOODHALL- SALON/SPA/OFFICE) | 9,200 SF |
| BUILDING C1-C6 (1 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C1-C6 (3 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C7 (POOL/RECREATION CENTER) | 1,400 SF |
| TOTAL: | 27,115 SF |

## BUILDING INFO / LAND USE | 01

### LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIM, CONSISTING OF THE MC KNIGHT LUCKEY AND TRIO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, DC. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS SOUTH 73° 16' EAST, 923.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO . 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO . 4, A PINE POST 4 INCHES SQUARE MARKED K 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 06' EAST 6797 FEET TO CORNER NO .1, THE POINT OF BEGINNING .

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

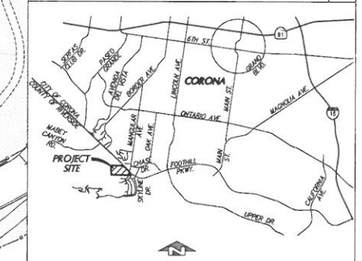
ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS

### ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## SITE INFO | 03




## VICINITY MAP | 04

### LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PROPOSED BUILDING LOCATIONS
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING - PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL - PAINTED
- RETAINING WALL - REFER TO CIVIL DRAWINGS

### BUILDING TABULATIONS - MULTI-FAMILY RESIDENTIAL

| 1 -UNIT BUILDING | GROSS AREA | 5 -UNIT BUILDING (C2, C3, C5, C6) | GROSS AREA | 8 -UNIT BUILDING (C1 & C4) | GROSS AREA | POOL/REC. CENTER BUILDING (C7) | GROSS AREA |
|---|---|---|---|---|---|---|---|
| ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | FIRST FLOOR | |
| DECK FLOOR SPACE | 1,157 SF | DECK FLOOR SPACE | 5,785 SF | DECK FLOOR SPACE | 9,256 SF | ROOM #1 | 920 SF |
| | | | | | | ROOM #2 | 325 SF |
| THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | RESTROOMS | 123 SF |
| LIVEABLE FLOOR SPACE | 1,253 SF | LIVEABLE FLOOR SPACE | 6,265 SF | LIVEABLE FLOOR SPACE | 10,024 SF | UTILITY ROOM | 32 SF |
| | | | | | | TOTAL BUILDING AREA | 1,400 SF |
| SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | | |
| LIVEABLE FLOOR SPACE | 1,094 SF | LIVEABLE FLOOR SPACE | 5,470 SF | LIVEABLE FLOOR SPACE | 8,752 SF | | |
| FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | | |
| GARAGE & CLOSET SPACE | 501 SF | GARAGE & CLOSET SPACE | 2,505 SF | GARAGE & CLOSET SPACE | 4,008 SF | | |
| ENTRY FOYER TO MAIN UNIT | 80 SF | ENTRY FOYER TO MAIN UNIT | 400 SF | ENTRY FOYER TO MAIN UNIT | 640 SF | | |
| FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | | |
| LIVEABLE FLOOR SPACE | 639 SF | LIVEABLE FLOOR SPACE | 3,295 SF | LIVEABLE FLOOR SPACE | 5,272 SF | | |
| PATIO AREA | 131 SF | PATIO AREA | 655 SF | PATIO AREA | 1,048 SF | | |
| TOTAL FLOOR AREA | 3,587 SF | TOTAL FLOOR AREA | 17,935 SF | TOTAL FLOOR AREA | 28,696 SF | | |
| TOTAL PATIO/DECK AREA | 1,188 SF | TOTAL PATIO/DECK AREA | 6,440 SF | TOTAL PATIO/DECK AREA | 10,304 SF | | |
| TOTAL GROSS BLDG. AREA | 4,875 SF | TOTAL GROSS BLDG. AREA | 24,375 SF | TOTAL GROSS BLDG. AREA | 39,000 SF | | |

| OVERALL BUILDING SUMMARY | | | TOTAL BUILDING AREA | TOTAL BUILDING FOOTPRINT AREA | TOTAL LIVEABLE FLOOR AREA |
|---|---|---|---|---|---|
| BUILDING | C1 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING | C2 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING | C3 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING | C4 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING | C5 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING | C6 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING | C7 | 0 UNIT | 1,400 SF | 1,400 SF | 1,400 SF |
| TOTAL: | | 78 UNITS | 191,525 SF | 50,000 SF | 141,293 SF |

| LOT COVERAGE CALCULATION - LOT 2 - RESIDENTIAL | | |
|---|---|---|
| LOT 2 AREA | 351,800 | SF |
| BUILDING FOOTPRINTS | 50,000 | SF |
| LOT COVERAGE % | 14.21 | % |

### BUILDING TABULATIONS - COMMERCIAL

| OVERALL BUILDING SUMMARY | TOTAL BUILDING FOOTPRINT AREA | TOTAL BUILDING FLOOR AREA |
|---|---|---|
| BUILDING A1 | 2,491 SF | 1,568 SF |
| BUILDING A2 | 1,843 SF | 1,837 SF |
| BUILDING A3 | 2,395 SF | 2,395 SF |
| BUILDING B/B1 | 11,529 SF | 19,915 SF |
| TOTAL: | 18,258 SF | 25,715 SF |

| BUILDING B/1 - FLOOR AREA SUMMARY | |
|---|---|
| FIRST FLOOR | |
| USEABLE FLOOR AREA - FOOD/BEER GARDEN | 7,465 SF |
| USEABLE FLOOR AREA - DELI | 1,000 SF |
| USEABLE FLOOR AREA - RETAIL/PRODUCE | 1,250 SF |
| USEABLE FLOOR AREA - RETAIL/MECHANDISE | 1,000 SF |
| TOTAL FLOOR AREA (1ST FLOOR)= | 10,715 SF |
| SECOND FLOOR | |
| USEABLE FLOOR AREA - DAY SPA | 4,700 SF |
| USEABLE FLOOR AREA - OFFICE | 4,500 SF |
| TOTAL FLOOR AREA (2ND FLOOR)= | 9,200 SF |

| PRIVATE OUTDOOR LIVING SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| STUDIO UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (133 SF/DU) | 5,109 SF | 1,950 SF |
| MAIN UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (1,153 SF/DU) | 45,231 SF | 1,950 SF |
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |

| COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| RECREATION FACILITIES -DOG PARK | 1,305 SF | - SF |
| RECREATION FACILITIES -ACTIVE CHILD PLAY AREA | 1,752 SF | - SF |
| RECREATION FACILITIES -POOL/REC. CENTER AREA | 11,939 SF | 7,800 SF |
| COMMON OUTDOOR SPACE[2] | 4,780 SF | 7,800 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |

| PRIVATE & COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |
| TOTAL PRIVATE/COMMON OPEN LIVING SPACE | 70,008 SF | 19,500 SF |

| COMMON OPEN SPACE LANDSCAPE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| REC. FACILITIES -DOG PARK (LANDSCAPE) | 1,305 SF | - SF |
| REC. FACILITIES -CHILD PLAY AREA (LANDSCAPE) | 1,040 SF | - SF |
| REC. FACILITIES -POOL/REC. CENTER AREA (LANDSCAPE) | 3,758 SF | - SF |
| COMMON OUTDOOR SPACE | 3,030 SF | 4,680 SF |
| TOTAL COMMON OPEN SPACE[3] | 9,133 SF | 4,680 SF |

FOOTNOTE:
1) 200 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 WITH NOT LESS THAN 25% OF THE TOTAL REQUIRED SPACE IS PROVIDED IN OUTDOOR LIVING SPACE CONTIGUOUS TO A DWELLING UNIT (I.E. 50 SF/DU)
2) 300 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 AND NOT LESS THAN 30% OF THE REQUIRED SPACE SHALL BE PROVIDED IN A SINGLE COMMON AREA WITH A MINIMUM DIMENSION OF 15 FEET AT ANY POINT
3) NOT LESS THAN 30% OF THE REQUIRED COMMON SPACE SHALL BE IN PERMANENT LANDSCAPING

| LOT COVERAGE CALCULATION LOT 1 - COMMERCIAL | | |
|---|---|---|
| LOT 2 AREA | 389,737 | SF |
| BUILDING FOOTPRINTS | 18,258 | SF |
| LOT COVERAGE % = | 4.68 | % |

| FLOOR AREA CALCULATION LOT 1 - COMMERCIAL | | |
|---|---|---|
| LOT 1 AREA | 389,737 | SF |
| BUILDING FLOOR AREA | 25,715 | SF |
| F.A.R. = | 6.60 | % |

### COMMERCIAL

| BUILDING | USES | GROSS FLOOR AREA (IN SQ. FT.) | REQUIRED PARKING RATIO | REQUIRED PARKING |
|---|---|---|---|---|
| BLDG. A1 | COFFEE SHOP | 1,568 | 1/100 | 16 STALLS |
| BLDG. A2 | RETAIL SHOPS/BIKE SHOP | 1,837 | 1/250 | 8 STALLS |
| BLDG. A3 | FOOD/RESTAURANT | 1,195 | 1/100 | 12 STALLS |
| BLDG. A3 | RETAIL SHOPS | 1,200 | 1/250 | 5 STALLS |
| BLDG. B/B1 | FOODHALL-FOOD/BEER GARDEN | 7,465 | 1/100 | 74 STALLS |
| BLDG. B | FOODHALL-DELI | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-RETAIL/PRODUCE | 1,250 | 1/250 | 5 STALLS |
| BLDG. B | FOODHALL-RETAIL/MECHANDISE | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-DAY SPA/NAIL SALON | 4,700 | 1/100 | 47 STALLS |
| BLDG. B | FOODHALL-OFFICE | 4,500 | 1/250 | 18 STALLS |
| | TOTAL: | 25,715 | | 193 STALLS |
| | | | PARKING PROVIDED (STANDARD STALLS): | 158 STALLS |
| | | | PARKING PROVIDED (ADA STALLS): | 8 STALLS |
| | | | PARKING PROVIDED (EV'S/EV'CP): | 27 STALLS |
| | | | TOTAL PARKING PROVIDED: | 193 STALLS |

### MULTIFAMILY

| BUILDING | USES | LIVEABLE SPACE (IN SQ. FT.) | PROPOSED UNIT COUNT | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO |
|---|---|---|---|---|---|---|---|
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. CONDO | 1,253 PER UNIT | 39 | 1.5 STALL/1 UNIT | 1 STALL/5 UNIT | 58.5 STALLS | 7.8 STALLS |
| BLDG. C1-C6 | 3 BDRM- 3-STORY RES. TOWNHOME | 2,618 PER UNIT | 39 | 2.5 STALL/1 UNIT | 1 STALL/5 UNIT | 97.5 STALLS | 7.8 STALLS |
| BLDG. C7 | POOL/RECREATION CENTER (1-STORY) | 1,400 | - | - | - | - | - |
| | TOTAL: | - | 78 | | | 156 STALLS | 15.6 STALLS |
| | | | | | PARKING PROVIDED (COVERED STALLS): | | 78 STALLS |
| | | | | | PARKING PROVIDED (GARAGE SPACES): | | 78 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED STALLS): | | 24 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | | 4 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED EV'S STALLS): | | 6 STALLS |
| | | | | | TOTAL PARKING PROVIDED: | | 191 STALLS* |

*NOTE: EXCLUDES 78 ADDITIONAL DRIVEWAY SPACES FOR HOMEOWNER USE

### OWNER

COREY A. ADDISON LIVING TRUST
10206 ELM AVE
FONTANA, CA 92335
ATTN.: COREY ADDISON

### APPLICANT/DEVELOPER:

GF INVESTSMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN.: CHRIS BOWEN

### ENGINEER:

KWC ENGINEERS
1880 COMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TAING, P.E.

### SOILS ENGINEER:

LGC GEO-ENVIRONMENTAL, INC.
27570 COMMERCE CENTER DR,
SUITE 128 TEMECULA, CA. 92590
(951) 297-2450
ATTN: MARK BERGMANN CEG

### ARCHITECT:

DETAILS
370 W. GRAND BLVD., 205
CORONA, CA. 92882
(951) 452-9467
ATTN: NORMAN PEREZ

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER MICHAEL C. TAING No. 64263 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

PROJECT NAME:

# Skyline Village

Tentative Tract Map 37691
City of Corona

SHEET TITLE

OVERALL SITE PLAN

NOTICE: THE DESIGNS SHOWN AND DESCRIBED HEREIN, INCLUDING ALL TECHNICAL DRAWINGS, GRAPHICS, AND MODELS THEREOF, ARE THE PROPERTY OF KWC ENGINEERS AND SHALL NOT BE REPRODUCED OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART, WITHOUT THE WRITTEN PERMISSION OF KWC ENGINEERS. ADDITIONALLY, THESE DESIGNS ARE INTENDED FOR THE SPECIFIED APPLICATION ONLY AND ARE NOT REPRESENT IN-BUILT OR ACCURATE CONDITIONS. CONDITIONS THE DESIGNER DOES NOT WARRANT IN ANY WAY THE SUITABILITY OF THE DESIGNS FOR ANY OTHER PURPOSE AND IS NOT RESPONSIBLE FOR ANY DAMAGES ARISING FROM THE USE OF THESE DESIGNS BY OTHERS. THESE PLANS ARE THE PROPERTY OF THE DESIGNER AND ARE AVAILABLE FOR LIMITED REVIEW AND EVALUATION BY THE CLIENT, CONSULTANTS, CONTRACTORS, AND AGENCIES. REVISIONS, AND ADDITIONS TO THE DESIGNS ARE ACCEPTABLE ONLY BY THE DESIGNER AND AGENCY(S). CONSTRUCTION SHALL STRICTLY CONFORM TO AND SHALL NOT EXCEED THE DIMENSIONS OF ANY TRACE.

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PROJECT NO.: 18.1847.1
LAST ISSUE DATE:
BY: CHKD:

FILE: TOTAL-DWG.DWG

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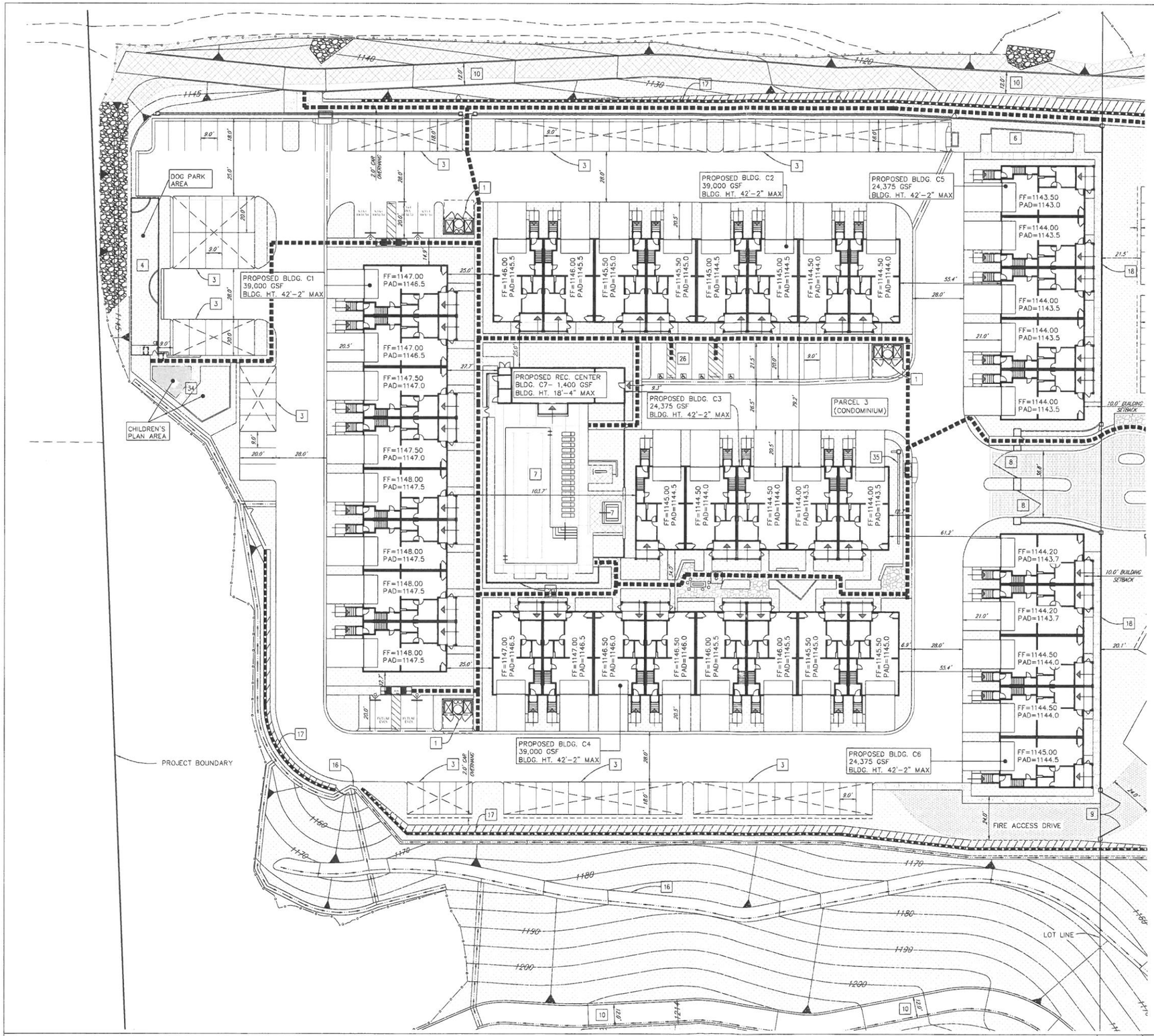
PROJECT STATISTICS AND BUILDING TABULATIONS | 20

PARKING SUMMARY | 15

DIRECTORY | 10

LEGE

EXHIBIT 3.A




ENLARGED PLAN AT RESIDENTIAL BLOCK 1"=20'-0" 03

## KEYNOTES

1. COVERED TRASH ENCLOSURE PER CITY OF CORONA STANDARDS
3. COVERED CARPORT LOCATIONS FUTURE SOLAR PANELS
4. DOG PARK
6. OUTDOOR SEATING AREA – RESIDENTS ONLY
7. SWIMMING POOL AND JACUZZI AREA
8. SECURITY ENTRANCE GATE AT RESIDENTIAL
9. LOCKED FIRE ACCESS GATE TURF BLOCK DRIVING SURFACE
10. PAVED/UNPAVED PRIVATE ACCESS OR MAINTENANCE ROAD
16. SITE DRAINAGE FEATURES–REFER TO CIVIL DRAWINGS
17. MSE 20 FT. MAX. RETAINING WALL LOCATIONS
18. TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
20. TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
26. ADA PARKING LOCATIONS
34. CHILDREN'S ACTIVE PLAY AREA
35. RESIDENTIAL ENTRY MONUMENT

NOTES 01

## LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
- RETAINING WALL – REFER TO CIVIL DRAWINGS

20' 0 20' 40' 80'
SCALE IN FEET

LEGEND 02

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER
MARC C. TATRO
No. 64263
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

# Skyline Village

Tentative Tract Map 37691
City of Corona

SHEET TITLE

## ENLARGED SITE PLAN AT RESIDENTIAL BLOCK

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PROJECT NO.:
LAST ISSUE DATE:
BY: CHKD:

FILE: TOTAL-DWG.DWG

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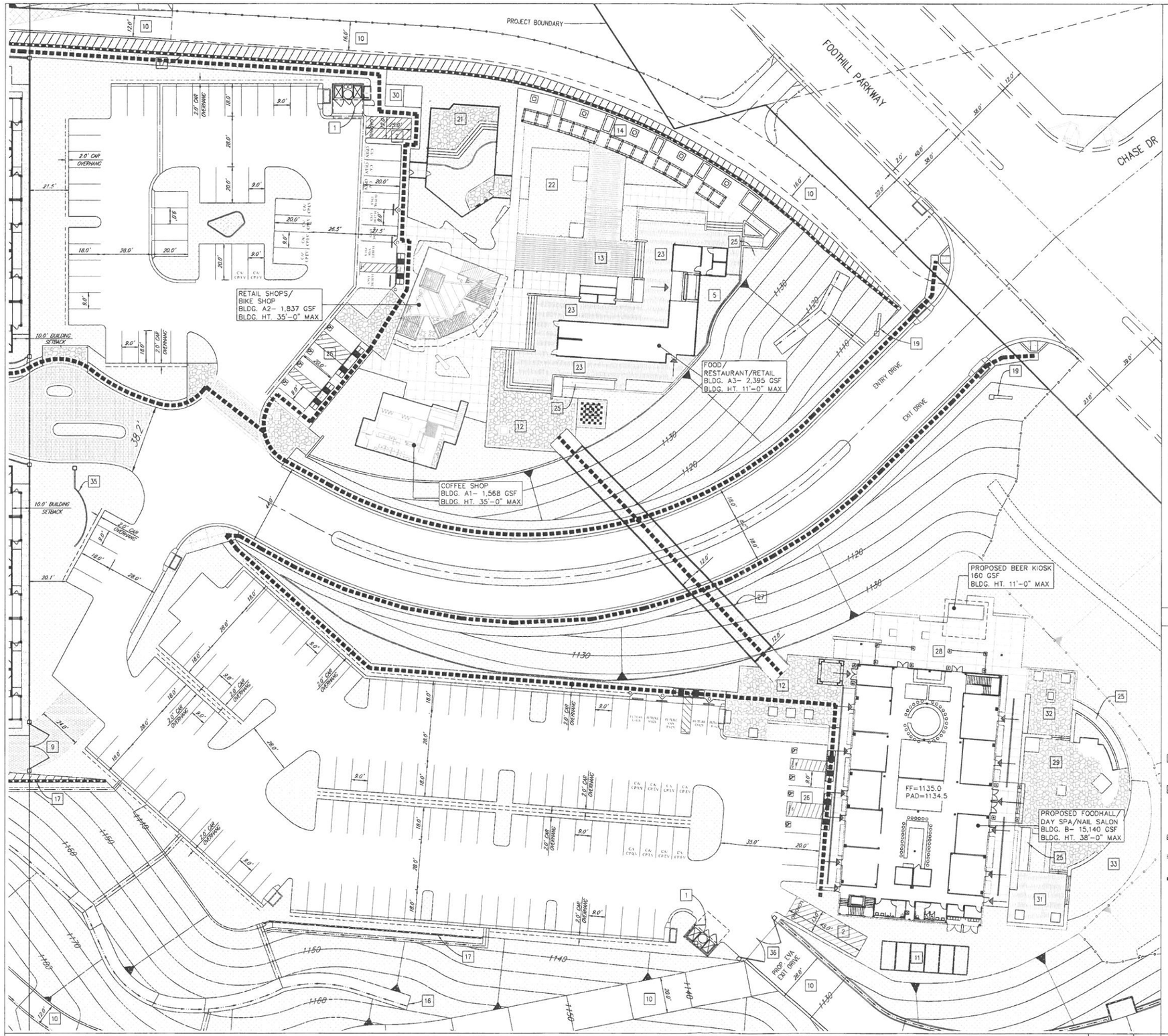


ENLARGED PLAN AT FOOD HALL / RETAIL BLDG | 1"=20'-0" | 03

## KEYNOTES

1. COVERED TRASH ENCLOSURE PER CITY OF CORONA STANDARDS
2. LOADING AREA
5. BACK OF HOUSE/ STORAGE
9. LOCKED FIRE ACCESS GATE TURF BLOCK DRIVING SURFACE
10. PAVED/UNPAVED PRIVATE ACCESS OR MAINTENANCE ROAD
11. CONTAINER STORAGE AREA
12. PEDESTRIAN ENTRY PLAZA
13. FESTOON LIGHTING
14. SEATING GARDEN WITH FIRE PIT
15. CHESS COURT
16. SITE DRAINAGE FEATURES –REFER TO CIVIL DRAWINGS
17. MSE 20 FT. MAX. RETAINING WALL LOCATIONS
19. CORNER ENTRY MONUMENT SIGN
21. RAISED SEATING TERRACE W/ FESTOON LIGHTS
22. LAWN W/ SEATING AND DISCOVERY PLAN
23. ELEVATED DINING TERRACE
25. ADA ACCESSIBLE RAMPS
26. ADA PARKING LOCATIONS
27. 12 FT. WIDE PEDESTRIAN BRIDGE
28. BEER GARDEN
29. DINING COURT
30. BIKE PARKING
31. GAME COURT
32. FIRE TERRACE
33. OVERLOOK LAWN
35. RESIDENTIAL ENTRY MONUMENT
36. EMERGENCY ACCESS GATE

NOTES | 01

## LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PLANTED LANDSCAPED AREAS
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- TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
- RETAINING WALL – REFER TO CIVIL DRAWINGS

LEGEND | 02

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER
No. 54283
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

**Skyline Village**
Tentative Tract Map 37691
City of Corona

SHEET TITLE

**ENLARGED SITE PLAN AT COMMERCIAL BLOCK**

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PROJECT NO.: 18.1847.1

LAST ISSUE DATE:

BY: CHKD:

SHEET

**A0.02**

JN 18.1847.1.DB P:\01\1847\PRECONSTRUCT\ARCH SITE PLAN\1847 ARCH PLAN.DWG

# Project Conditions
## City of Corona

**Project Number: CUP2020-0001**

Description: **CUP FOR MULTI FAMILY RESIDENTIAL DEVELOPMENT**

Applied: **10/2/2020**

Approved:

Site Address: **FOOTHILL PARKWAY & CHASE DRIVE CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant:

,

Parent Project: **DPR2020-0008**

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **BUILDING** | **Dana Andrews** |

1. Access, sanitary facilities, and parking shall comply with Title 24 Handicap Requirements.
2. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.
3. Provide draft stops in attic areas in line with common walls.
4. Roofing material shall be Class A.
5. Walls and floors separating dwelling units in the same building shall not be less than 1-hour fire resistive construction.
6. Pool area shall be enclosed with fencing in compliance with Corona Municipal Code (CMC) Sec 15.24.
7. Submit pool plans to Riverside County Health Department for approval.
8. Submit five (5) complete sets of plans including the following - * Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code Section 15.06), including size of main switch, number and size of service entrance conductors, circuit schedule and demand load. * Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram. * Landscape and Irrigation plans; Submit four (4) complete sets detached from building plans. Landscape Maintenance District plans shall be submitted directly to the Public Works Department. Landscape plans shall be approved prior to the issuance of any Building Permits.
9. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.
10. Provide Method of both airborne and impact sound transmission control between dwelling units.
11. Separate permits are required for all fences, walls, light standards, swimming pools/spas, signs, and trash enclosures.
12. Comply with the Corona Burglary Ordinance # 15.52. Copies are available at the Building Department counter.
13. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits.
14. All Fees Including Development Fees Must Be Paid in Full Prior to NIC or C of O Issuance
15. All Fees Including City Impact Fees Must Be Paid in Full Prior to NIC or C of O Issuance
16. Provide accessible parking calculations indicating the required number of accessible spaces including van spaces.
17. Where 5 or more multifamily dwelling units are constructed, provide permanent recycling facilities for the building occupants for recycling of nonhazardous materials in compliance with the California Green Building Standards Code.

EXHIBIT 3.B


(Continued on next page)

| BUILDING | Dana Andrews |
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18. An approved Construction Waste Management Plan and Recycling Worksheets shall be kept on site and maintained by the applicant, and made available for inspection by City representatives at all times in accordance with the California Green Building Standards Code. Documentation which demonstrates compliance with the minimum recycling of waste materials required by CAL Green shall be provided to the building inspector prior to issuance of Certificate of Occupancy or Final Approval.
19. Trash and recycling enclosures shall be accessible per CBC chapter 11B and meet Public Works Department minimum dimensions for the City's waste hauler. Provide enlarged plans and details for construction of trash/recycling enclosures. Please construct trash enclosures per a design complying with disable access codes. the design must also include a compliant accessible path of travel.
20. Provide list of Deferred Submittals. Add Construction Note: Deferred submittals shall be submitted to Building Dept for Review & Approval before beginning installation.
21. Provide a list of required Special Inspections & required Structural Observations per 2019 CBC section 1704 .
22. At the time of plan check please incorporate the required California Green Code Mandatory Measures such as E.V. and or Solar Ready, clean air vehicle parking, bicycle parking, best management practices and storm water pollution prevention, light pollution reduction, energy efficiency, indoor and outdoor water usage efficiency, construction waste management plan, etc. Provide the minimum number of EV, clean air, and carpool/vanpool parking spaces; minimum shade trees, bicycle parking and other site facilities as required by the California Green Building Standards Code.
23. Dwelling Units shall not be occupied prior to Certificate of Occupancy being issued by the Building Department.
24. Construction documents shall be prepared in accordance to current applicable California Building Codes (2019 Codes).
25. A specific address, assigned by the City of Corona, shall be provided for each building as specified by the fire department address standard which can be obtained at the fire department. Address must be illuminated during all hours of darkness. Suite numbers shall be approved by Corona Fire Dept.
26. Construction documents shall be prepared in accordance to current applicable codes (2019 CA Building Codes). Provide current list of applicable Codes & Standards. Provide full Scope of Work.
27. Provide List of Required Special Inspections Per 2019 CBC Section 1705 & Required Structural Observations for the project.
28. This Project requires a Pre-Construction Meeting with your Building Inspector. Prior to requesting any inspections, contact the Building Inspection Supervisor at 951-736-2250 to determine the inspector assigned to the project and to schedule your pre-construction meeting.

| FIRE | Cindi Schmitz |
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1. A final Fire Protection Plan is required for this site prior to building plan submittal.
2. Place Fire Department DPR comments on plans as general notes.
3. Any revised site plan shall be submitted to the Fire Department for screen check approval prior to building plan submittal.
4. An electronic site plan shall be submitted to the fire department prior to C of O. This plan shall included but not limited to, building pads, exit doors, fire lanes, hydrant locations, riser locations, all utility shut-offs, etc.
5. Plans shall show a minimum drive width of 28 feet.
6. Show two (2) all weather surface access ways to be approved by the Fire Marshal and construct the access way(s) to accommodate 70,000 lbs. gross vehicle weight during all phases of construction.
7. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the coronaca.gov. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustible construction.
8. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).
9. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer. Where 12% is shown this must be concrete.
10. Meet with Corona Fire Department to determine locations of red curbing and signage by fire hydrants, fire department connections, and designated fire lanes on site.



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| FIRE | Cindi Schmitz |
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11. A Knox Padlock shall be provided for gate(s) in this project. To apply for a Knox product visit https://www.knoxbox.com
12. A Knox Box shall be provided for this business. To apply for a Knox product visit https://www.knoxbox.com
13. A minimum fire flow of 2500 gallons per minute at 20 psi shall be provided for multi-family dwellings.
14. A minimum fire flow of 3000 gallons per minute at 20 psi shall be provided for commercial structures.
15. If over 500 lineal feet the fire service waterline shall be looped and provided with two (2) separate points of connection.
16. Fire hydrants are to be spaced a maximum 250 feet apart.
17. Provide one-hour constructed eaves for all homes located within two hundred (200) feet of wildland areas. Entire house perimeter shall comply.
18. Provide a code analysis that justifies the change of occupancy, provide at a minimum but not limited to, construction type, allowable area and height, occupancy classification, occupant load etc.
19. Provide Class A roofing material on all structures per the Corona Municipal Code.
20. The developer shall meet with Corona Fire Department prior to construction to determine the location of; Fire Department connections for sprinkler systems, post indicator valves, etc.
21. This development is located in an area that requires a fire facility fee of $231 and acre per the Corona Municipal Code. This fee is due prior to building permit issuance.
22. Prior to issuance of a building permit, a public safety radio communication study is required for this project. Consult with the fire department for specific requirements for this study or our guideline is available online at coronaca.gov/fire. A total of three radio studies will be required due to the amount of mass grading that will occur on this site.
23. Groves and weed abatement shall be maintained so as not to pose a fire hazard until time of development.
24. A specific address, assigned by the City of Corona, Public Works Department, shall be provided for each building as specified by the fire department address standard which can be obtained at coronaca.gov/fire. Addresses must be illuminated during all hours of darkness.
25. Fire extinguishers shall be provided prior to occupancy. Fire extinguishers shall bear a California State Fire Marshal's service tag; it shall be appropriately rated for the hazard; it shall be mounted so that the top of the extinguisher is no higher than five (5) feet above floor level; and shall be located such that the travel distance to an extinguisher does not exceed seventy-five (75) feet.
26. Required fire code permits will be applied for and processed prior to final inspection and/or certificate of occupancy, Fire code permit application and all other guidelines are available at coronaca.gov.
27. Storage, Use and Dispensing of hazardous materials shall be in accordance with the California Building and Fire Code.
28. Schedule Certificate of Occupancy inspection/building final inspection prior to occupancy of this structure/ improvement area.
29. At no time shall fire hydrants or fire lanes be blocked by building materials, storage, equipment, and/or vehicles.
30. Multiple unit buildings shall have suite number identification assigned by the Fire Department. Submit an exhibit for review and approval to the Fire Department. A copy of the Premise Identification Standard is available at coronaca.gov/fire
31. This project is located within the City's very-high fire hazard severity zone, show California Building Code Chapter 7A compliance on building plan submittal. Reference can be made to Wildland Urban Interface products at the office of the State Fire Marshal at www.osfm.fire.ca.gov
32. A sign showing the occupant load limit(s) shall be posted in a conspicuous place near the main exit from the room.
33. A detailed seating plan shall be submitted to the Fire Department for review and approval.
34. Residential Fire Sprinklers shall be installed per California Fire and Residential Code, and NFPA 13.
35. Obtain a Place of Assembly permit with the Corona Fire Department. You can obtain a permit application at coronaca.gov. Along with the application provide a complete floor/seating plan and submit it to the fire department for review and approval.



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| PLANNING | |
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1. This permit hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof, or compliance with all conditions on the granting of this conditional use permit within two (2) years after the effective date thereof, and if they are not utilized, or construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed.
2. TTM 36791 shall be recorded prior to the issuance of any building permit associated with this project.
3. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
4. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration for the Skyline Village Mixed-Use Project:
5. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
6. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.



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| PLANNING | |
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7. The project shall comply with the construction design features for dust suppression as outlined below and in the Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021):

   Construction Design Features:
   1. All active construction areas shall be watered two (2) times daily.
   2. Speed on unpaved roads shall be reduced to less than 15 mph.
   3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
   4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
   5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
   6. Access points shall be washed or swept daily.
   7. Construction sites shall be sandbagged for erosion control.
   8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
   9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
   10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
   11. Replace the ground cover of disturbed areas as quickly possible.
   12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
   13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
   14. Construction equipment shall be maintained in proper tune.
   15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
   16. Minimize the simultaneous operation of multiple construction equipment units.
   17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
   18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
   19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
   20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
   21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

8. The developer shall avoid direct and indirect impacts to the sensitive areas identified as Feature A in the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services, dated December 17, 2020. In addition, the developer shall place a conservation easement, deed restriction, or other similar mechanism as accepted by the Community Development Department over the avoided areas (Feature A) within the project site for the purpose of protecting the avoided areas in perpetuity. The conservation easement, deed restriction, or acceptable similar mechanism shall be established prior to or at the time of the recordation of TTM 36791.

9. In order to avoid indirect impacts to the blueline stream, the 2:1 slopes and all areas adjacent to the stream shall be planted with the appropriate native plant species as determined by the project's biological consultant in coordination with the project's landscape architect and the City's landscape consultant. The landscape plans shall reflect the appropriate plant species for these areas at time of plancheck submittal.

10. The applicant shall have a certified arborist evaluate the feasibility of relocating the two existing oak trees on-site. If relocation is deemed not feasible, then the applicant shall replace the two existing oak trees with twelve (12) 60-inch box oak trees on site. The project's landscape plans shall identify the location of the 12 oak trees at time of plancheck submittal.

11. Landscape plans are required for the residential project and shall be submitted to the City's Building Division for plancheck. At time of submittal, the applicant shall also submit a landscape and inspection deposit in the amount of $5,000 to the Planning Division for landscape plancheck and inspection services, which will be conducted by a landscape consultant. If the applicant elects to submit one landscape plan for both residential and commercial sites, then the deposit shall be increased to $10,000. Any money left remaining from the deposit will be returned to the applicant upon project completion.

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**PLANNING**

12. During project grading and construction, the applicant shall implement the following design measures to minimize noise impacts to the surrounding area:
    • No impact pile driving activities shall be allowed on the project site.
    • During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
    • Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
    • Obtain a construction work permit from the City of Corona prior to starting construction.
13. At time of plancheck submittal, the project shall incorporate the design and construction measures selected by RK Engineering in the project's Corona CAP Screening Table (Appendix C of the Skyline Village Air Quality and Greenhouse Gas Impact Study).
14. A separate fence and wall plan shall be submitted to the Corona Building Division for plancheck.
15. All landscaping and fences and walls shall be completed prior to issuance of a Certificate of Occupancy for the residential site.
16. All signage shall comply with the R-3 zone signage requirements established in Chapter 17.74 of the Corona Municipal Code. Permits shall be obtained from the Building and Planning Divisions prior to installation.
17. The trash enclosures shall comply with city standards including organic waste bin requirements. The covers shall be solid and constructed of a durable material and painted to be consistent with the color palette of the residential buildings.
18. Per the project's noise analysis (RK Engineering), the project shall comply with the following requirements to reduce long-term (operational) noise impacts to the nearby residential areas:
    • Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
    • All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
    • Truck deliveries, loading/unloading activity, and trash pick-up shall be limited to daytime (7 a.m. – 10 p.m.) hours only. This requirement shall be included in the project's CC&Rs.
    • Limit engine idling time for all trucks to 5 minutes or less.
19. Approval of CUP2020-0001 is contingent upon approval of GPA2020-0003 and CZ2020-0001.

**PUBLIC WORKS**

1. 1. The Public Works and the Departments of Water and Power, Maintenance and Parks and Landscaping Conditions of Approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department Land Development Section. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail.

   2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.

   3. Prior to map recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed subdivision will not unreasonably interfere with the use of any easement holder of the property.

   4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required.

   5. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City.

   6. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona

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ordinances.

7. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.

8. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
(a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
(b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.
(c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the Public Works Director or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

9. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall ensure that a homeowner's association and/ or property owner's association is established for the purpose of accessing and maintaining all private streets, shared facilities, and common areas, including but not limited to maintenance access roads, slopes, landscaping, shared private utilities, shared retaining walls, and storm drain. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Public Works Department and shall be recorded concurrently with the Final Map.

10. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
a) All street and traffic facilities, including modifications, on Foothill Parkway.
b) All drainage facilities including the catch basins at the project entrance.
c) All required grading, including erosion control.
d) All required sewer, water and reclaimed water facilities.
e) All required landscaping.
f) All under grounding of overhead utilities, except for cables greater than 32k volts.

11. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the Public Works Director.

12. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Public Works Department Land Development Section. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development. The study shall also address slope stability in the earthquake fault zone and mitigate any potential sliding.

13. The development contains property that is located within the Alquist Priolo Special Study Zone. Prior to issuance of any grading permits, the applicant shall submit a fault study to locate and classify any faults within the development for peer review and approval by the City. The applicant shall comply with all mitigation as specified in the fault study to ensure compliance with the Alquist Priolo Special Studies Act.

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14. Prior to issuance of any grading permit, the applicant shall guarantee the construction of the scour countermeasures required for the protection of the channel, adjacent maintenance road and retaining walls. The hydrologic scour analysis and recommendations are subject to review and approval with the final design.

15. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.

16. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.

17. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.

2. 18. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist, plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (Lepidospartum Squamatum) has been completed.

19. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners in all areas where grading is proposed to take place outside of the project boundaries.

20. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.

21. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.

22. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.

23. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.

24. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Public Works Land Development Section for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.

25. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.

26. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.

27. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.

28. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.

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29. The project site or portion of it lies within a flood-prone area. Prior to approval of any grading permits, the applicant shall identify the flood hazard area and the elevation of the base flood. Prior to the issuance of a Certificate of Occupancy the applicant shall secure FEMA's approval for a Letter of Map Revision (LOMR) to incorporate the flood hazard area and base flood elevations for the flooding source on the Flood Insurance Rate Map (FIRM).

30. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.

31. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following:
1) The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site.
2) The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow.
3) All residential and non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue towards an approved public drainage facility.

32. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.

33. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Foothill Parkway, except at approved intersections.

34. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
a) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
b) A dedicated right-turn lane from Foothill Parkway onto Chase Drive will be provided for access into the project site.
c) The traffic signal shall be improved as required by the City Traffic Engineer.
d) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
e) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
f) Under grounding of existing and proposed utility lines.
g) Street lights.
h) All other public improvements shall conform to City of Corona standards.

35. The developer shall pave all streets and access roads having more than a 10 percent vertical grade with concrete subject to the approval by the Fire Department and Public Works Director.

36. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet, and the full signalized intersection at Chase Drive and Foothill Parkway, unless otherwise approved by the Public Works Director. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.

37. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Public Works Department.

3. 38. Prior to acceptance of improvements, the Public Works Director may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.

 (Continued on next page) 

39. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Department of Water and Power standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Department of Water and Power Directors.

40. Prior to map recordation or approval of improvement plans, whichever occurs first, the applicant shall obtain all necessary easements for offsite water and sewer facilities located with APN 275-080-034 (Lot "Q" of Tract No. 31955). If unable to acquire said easements, the applicant shall construct the "Alternative EVA Access Concept" shown in the conceptual precise plan.

41. Prior to issuance of any building permits, including model home permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Department.

42. Prior to issuance of the first Certificate of Occupancy, all weather access road(s) shall be provided to all sewer manholes not located within public right-of-way.

43. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water appurtenances shall not be located within a drive aisle or path of travel.

44. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.

45. Prior to map recordation or approval of improvement plans, the applicant shall submit final detailed potable water, reclaimed water, and sewer studies as required by the Department of Water and Power. The studies shall be prepared by a registered civil engineer, and shall be submitted to the Public Works Department Land Development Division for review and approval. As required, the studies shall analyze the existing and proposed sewer and water facilities, including the capacity of the water system to meet fire flow demands. Results of the system analysis may require special construction for the potable water, reclaimed water, and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, water reservoirs, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Public Works Department and the Department of Water and Power.

46. Prior to building permit issuance, as required, the applicant shall purchase additional reservoir storage in compliance with Condition No. 51 of Tentative Tract Map 37691.

47. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, potable water lines, sewer lines, potable water services, sewer laterals, reclaimed water services, double detector check assemblies, fire hydrants, and reduced pressure principle assemblies within the public right of way and-or easements.

48. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an on-site looped Zone 5, 12-inch ductile iron water main proposed by the water study or as required by the Department of Water and Power.

49. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an 8-inch public offsite gravity sewer main in Foothill Parkway from Chase Drive to the existing sewer system southeast of the development proposed by the sewer study, or as required by the Department of Water and Power.

50. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of 8-inch public onsite gravity sewer mains proposed by the sewer study, or as required by the Department of Water and Power.

51. The applicant shall dedicate easements for all public water, reclaimed water, and sewer facilities needed to serve the project in accordance the Department of Water and Power standards. The minimum easement width shall be 20 feet for one

 (Continued on next page) 

utility and 30 feet for more than one public utility facility unless otherwise approved by the Department of Water and Power. All public water, reclaimed water, and sewer facilities shall be provided a minimum 20 foot wide paved access road unless otherwise approved by the Department of Water and Power General Manager or their designee. Structures and trees shall not be constructed or installed within a public utility easement.

52. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Department of Water and Power and Fire Department.

53. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.

54. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.

55. Static pressures exceeding 80 psi require an individual pressure regulator.

56. Reclaimed water shall be used for any construction activity unless otherwise approved by the Department of Water and Power General Manager or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.

57. Prior to map recordation the applicant shall annex the commercial property (Lot 1) and the residential property (Lot 2) into the City of Corona Community Facilities District 2016-3 (Maintenance Services), and the residential property into (CFD) 2016-1 (Public Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.

4. 58. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is subject to association documents such as CC&Rs, and is within Community Facilities District(s) and will be subject to an annual levy. The disclosure statement shall be submitted for review and approval by the Public Works Department and shall be recorded concurrently with the final map.

59. Prior to issuance of a Certificate of Occupancy, all proposed parkway and slope landscaping specified with the tentative map exhibits or in these Conditions of Approval shall be constructed unless otherwise approved by the Public Works Director.

60. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.

61. Prior to map recordation, issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23, Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21, and Multiple Species Habitat Conservation Plan (MSHCP) mitigation fees per City Municipal Code 13.33. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.

DPR 2020-0003

# PRECISE PLAN
# SKYLINE VILLAGE -TENTATIVE TRACT MAP 37691
# IN THE CITY OF CORONA

## GENERAL NOTES:

1. PREPARED: AUGUST 2020
2. TOTAL PROJECT GROSS ACREAGE: 17.02 AC.
3. EXISTING GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (3-6 DU/AC)
4. PROPOSED GENERAL PLAN DESIGNATION: MDR (6-15 DU/AC), GC
5. EXISTING LAND USE: AGRICULTURE
6. PROPOSED LAND USE: MDR (6-15 DU/AC), GC
7. EXISTING ZONING: AGRICULTURAL
8. PROPOSED ZONING: R-3 MF RES., C-3 GC
9. PROPOSED DENSITY (LOT 2): 9.66 DU/AC
10. ADJACENT LAND USE:

| NORTH: | EAST: |
|---|---|
| GENERAL PLAN – LDR | GENERAL PLAN – LDR |
| ZONING – R1-7.2 (7,200 SF MIN) | ZONING – R1-7.2, R1-8.4, R1-9.6 |
| EXISTING USE – VACANT | EXISTING USE – RESIDENTIAL |
| **SOUTH:** | **WEST:** |
| GENERAL PLAN – LDR | GENERAL PLAN – LDR |
| ZONING – AGRICULTURE | ZONING – AGRICULTURE |
| EXISTING USE – AGRICULTURE | EXISTING USE – VACANT |

11. THOMAS BROTHERS GUIDE: RIVERSIDE COUNTY; PAGE 772, GRID A3
12. ALL EXISTING EASEMENTS AND IRREVOCABLE OFFERS OF DEDICATION THAT AFFECT THE PROPERTY BEING SUBDIVIDED ARE SHOWN ON THIS PARCEL MAP.
13. ALL EXISTING EASEMENTS ARE TO REMAIN IN THEIR DESIGNATED LOCATIONS UNLESS NOTED OTHERWISE.
14. THE SUBJECT PROPERTY IS WITHIN A SANTA ANA RIVER WATERSHED.
15. THE SUBJECT PROPERTY IS WITHIN AN UNMAPPED FLOOD ZONE X.
16. ALL PARTIES HAVING A BENEFICIARY INTEREST IN THE PROPERTY BEING SUBDIVIDED ARE AWARE OF AND CONSENT TO THE FILING OF THIS TENTATIVE TRACT MAP.

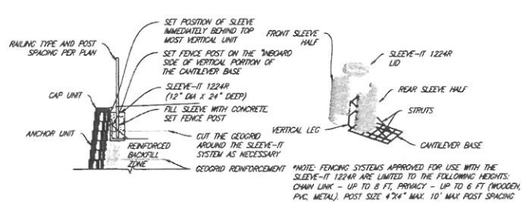
## LEGEND:

| | |
|---|---|
| EASEMENT LINE | 623.0 PE |
| PARCEL BOUNDARY | 620 |
| P.C.C. GUTTER | FG |
| P.C.C. CURB | TS |
| RETAINING WALL | TC |
| STEM WALL | FL |
| PROPOSED STORM DRAIN WITH CATCH BASIN | HP |
| TOP OF SLOPE | CUBG |
| TOE OF SLOPE | TF |
| COVERED PARKING STRUCTURE | TW |
| GEOGRID LIMITS | |
| SOIL CEMENT LIMITS | |

PROP. PAD ELEV.
PROP. SURFACE ELEV.
GRADE BREAK
FINISHED GRADE
FINISHED SURFACE
TOP OF CURB
FLOWLINE
HEIGHT OF WALL
LOW POINT
HIGH POINT
CURB & GUTTER
TOP OF FOOTING
TOP OF WALL

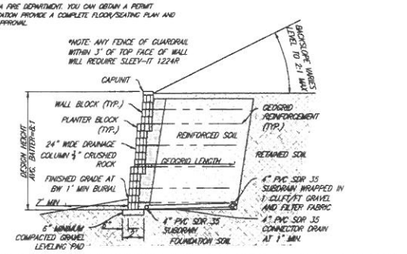
## FIRE DEPARTMENT GENERAL NOTES:

1. THE DEVELOPER WILL OBTAIN PLANTING PLAN APPROVAL FROM CFD PRIOR TO RECEIVING FINAL APPROVAL FROM ALL OTHER PERMITTING AGENCIES, WITHIN FMZ'S INTERIOR SLOPES/COMMON AREA LANDSCAPING: SMA, AND RPZ.
2. FMZ, SMA AND RPZ LAND AREAS WERE PURCHASED AND DEDICATED FOR THE PURPOSES OF WILDFIRE MAINTENANCE ACTIVITIES, BEAUTIFICATION, AND EROSION CONTROL. PROTECTED PLANTS AND HABITAT IDENTIFIED AFTER FUEL MODIFICATION PLAN APPROVAL THROUGH SURVEYS OR OTHER BIOLOGICAL PROGRAMS CANNOT BE RETROFITTED BACK WITHIN THE LIMITS OF THESE AREAS.
3. THE DEVELOPER IS RESPONSIBLE TO ENSURE THE CALCULATED REVENUE FROM HOMEOWNERS DUES, IS SUFFICIENT TO COVER THE COST OF FUTURE MAINTENANCE, BASED ON THE ORIGINALLY APPROVED DESIGN. CHANGES TO THE FUEL MODIFICATION AREAS OR INTERRUPTED MAINTENANCE ACTIVITIES BY THE FINAL LANDOWNER, AFTER THE FINAL LANDOWNER HAS ACCEPTED THE LONG-TERM MAINTENANCE RESPONSIBILITY, BECOME THE RESPONSIBILITY OF THE FINAL LANDOWNER.
4. WHEN A REQUIRED MAINTENANCE AREA IS LOCATED ON COMMONLY OWNED LAND, WHILE THE REQUIRED ZONE "A" IS LOCATED ON HOMEOWNERS LANDS, A WRITTEN DISCLOSURE REGARDING THE ZONE "A" AND VEGETATION REQUIREMENT IS REQUIRED TO BE SIGNED BY THE HOMEOWNER AND THE LOT NUMBER REFERENCED IN THE CC AND R'S.
5. THE FMZ, SMA AND RPZ SHALL BE MAINTAINED IN PERPETUITY FOR FIRE SAFETY PURPOSES, IN ACCORDANCE WITH RECORDED COVENANTS AND CC AND R'S, AND PROPERTY TITLE RESTRICTIONS.
6. PRIOR TO DROPPING OF LUMBER, CALL FOR A VEGETATION CLEARANCE INSPECTION. PRIOR TO DROPPING LUMBER, THE DEVELOPER/BUILDER SHALL PROVIDE A SEPARATION OF COMBUSTIBLE VEGETATION FOR A MINIMUM DISTANCE OF 100 FEET FROM THE LOCATION OF THE STRUCTURES. AND LUMBER STOCK-PILE. AN INSPECTION SIGN-OFF AND/OR RELEASE LETTER TO THE BUILDING DEPARTMENT IS REQUIRED.
7. ANY REVISED SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR SCREEN CHECK APPROVAL PRIOR TO BUILDING PLAN SUBMITTAL.
8. AN ELECTRONIC SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT PRIOR TO C. OF O. THIS PLAN SHALL INCLUDE BUT NOT LIMITED TO, BUILDING PADS, EXIT DOORS, FIRE LANES, HYDRANT LOCATIONS, RISER LOCATIONS, ALL UTILITY SHUT-OFFS, ETC.
9. PLANS SHALL SHOW A MINIMUM DRIVE WIDTH OF 28 FEET.
10. SHOW TWO (2) ALL WEATHER SURFACE ACCESS WAYS TO BE APPROVED BY THE FIRE MARSHAL AND CONSTRUCT THE ACCESS WAY(S) TO ACCOMMODATE 70,000 LBS. GROSS VEHICLE WEIGHT DURING ALL PHASES OF CONSTRUCTION.
11. ALL PROJECTS SHALL COMPLY WITH THE CITY OF CORONA FIRE DEPARTMENT SITE CONSTRUCTION STANDARD. A COPY OF WHICH IS AVAILABLE AT THE CORONACA.GOV. PROJECTS SHALL HAVE APPROVED ALL WEATHER ACCESS FROM TWO (2) DIRECTIONS AND FIRE HYDRANTS PROVIDING THE REQUIRED FIRE FLOW TESTED AND ACCEPTED PRIOR TO COMBUSTIBLE CONSTRUCTION.
12. PROVIDE A MINIMUM TWENTY-FIVE (25) FOOT INSIDE AND FIFTY (50) FOOT OUTSIDE RADIUS FOR ACCESS DRIVE(S).
13. STREET AND DRIVE GRADES SHALL NOT EXCEED 10% UNLESS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
14. MODIFY THE SITE PLAN TO PROVIDE AN ALL-WEATHER ACCESS WITHIN 150 FEET OF PORTIONS OF EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN UNOBSTRUCTED ROUTE AROUND THE EXTERIOR OF THE BUILDING.
15. MEET WITH CORONA FIRE DEPARTMENT TO DETERMINE LOCATIONS OF RED CURBING AND SIGNAGE BY FIRE HYDRANTS, FIRE DEPARTMENT CONNECTIONS, AND DESIGNATED FIRE LANES ON SITE.
16. A KNOX PADLOCK SHALL BE PROVIDED FOR GATE(S) IN THIS PROJECT. TO APPLY FOR A KNOX PRODUCT VISIT HTTPS://WWW.KNOXBOX.COM/
17. A KNOX BOX SHALL BE PROVIDED FOR THIS BUSINESS. TO APPLY FOR A KNOX PRODUCT VISIT HTTPS://WWW.KNOXBOX.COM/
18. A MINIMUM FIRE FLOW OF 2500 GALLONS PER MINUTE AT 20 PSI SHALL BE PROVIDED FOR MULTI-FAMILY DWELLINGS.
19. A MINIMUM FIRE FLOW OF 3000 GALLONS PER MINUTE AT 20 PSI SHALL BE PROVIDED FOR COMMERCIAL STRUCTURES.
20. IF OVER 500 LINEAL FEET THE FIRE SERVICE WATERLINE SHALL BE LOOPED AND PROVIDED WITH TWO (2) SEPARATE POINTS OF CONNECTION.
21. FIRE HYDRANTS ARE TO BE SPACED A MAXIMUM 250 FEET APART.
22. PROVIDE ONE-HOUR CONSTRUCTED EAVES FOR ALL HOMES LOCATED WITHIN TWO HUNDRED (200) FEET OF WILDLAND AREAS. ENTIRE HOUSE PERIMETER SHALL COMPLY.
23. A FIRE PROTECTION PLAN IS REQUIRED FOR THIS SITE. CONSULT WITH A QUALIFIED FRM TO PROVIDE A SUBMITTAL TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL. PROVIDE AT A MINIMUM BUT NOT LIMITED TO: FUEL MANAGEMENT, INGRESS AND EGRESS, STREET WIDTHS, TURN-OUTS, HYDRANT LOCATIONS, ETC. IF ANY MITIGATION IS PROPOSED PROVIDE AN OFFICIAL ALTERNATIVE MATERIALS AND METHODS (AM & M) TO THE FIRE MARSHAL FOR REVIEW AND APPROVAL.
24. PROVIDE CLASS A ROOFING MATERIAL ON ALL STRUCTURES PER THE CORONA MUNICIPAL CODE.
25. THE DEVELOPER SHALL MEET WITH CORONA FIRE DEPARTMENT PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF: FIRE DEPARTMENT CONNECTIONS FOR SPRINKLER SYSTEMS, POST INDICATOR VALVES, ETC.
26. THIS DEVELOPMENT IS LOCATED IN AN AREA THAT REQUIRES A FIRE FACILITY FEE OF $831 AND ACRE PER THE CORONA MUNICIPAL CODE. THIS FEE IS DUE PRIOR TO BUILDING PERMIT ISSUANCE.
27. A PUBLIC SAFETY RADIO COMMUNICATION STUDY IS REQUIRED FOR THIS PROJECT. CONSULT WITH THE FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS FOR THIS STUDY OR OUR GUIDELINE IS AVAILABLE ONLINE AT CORONACA.GOV/FIRE.
28. GROWTH AND WEED ABATEMENT SHALL BE MAINTAINED SO AS NOT TO POSE A FIRE HAZARD UNTIL TIME OF DEVELOPMENT.
29. FIRE EXTINGUISHERS SHALL BE PROVIDED PRIOR TO OCCUPANCY. FIRE EXTINGUISHERS SHALL BEAR A CALIFORNIA STATE FIRE MARSHAL'S SERVICE TAG. IT SHALL BE APPROPRIATELY RATED FOR THE HAZARD. IT SHALL BE MOUNTED SO THAT THE TOP OF THE EXTINGUISHER IS NO HIGHER THAN FIVE (5) FEET ABOVE FLOOR LEVEL, AND SHALL BE LOCATED SUCH THAT THE TRAVEL DISTANCE TO AN EXTINGUISHER DOES NOT EXCEED SEVENTY-FIVE (75) FEET.
30. REQUIRED FIRE CODE PERMITS WILL BE APPLIED FOR AND PROCESSED PRIOR TO FINAL INSPECTION AND/OR CERTIFICATE OF OCCUPANCY. FIRE CODE PERMIT APPLICATION AND ALL OTHER GUIDELINES ARE AVAILABLE AT CORONACA.GOV.
31. STORAGE, USE AND DISPENSING OF HAZARDOUS MATERIALS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA BUILDING AND FIRE CODE.
32. SCHEDULE CERTIFICATE OF OCCUPANCY INSPECTION/BUILDING FINAL INSPECTION PRIOR TO OCCUPANCY OF THIS STRUCTURE/ IMPROVEMENT AREA.
33. AT NO TIME SHALL FIRE HYDRANTS OR FIRE LANES BE BLOCKED BY BUILDING MATERIALS, STORAGE, EQUIPMENT, AND/OR VEHICLES.
34. MULTIPLE UNIT BUILDINGS SHALL HAVE SUITE NUMBER IDENTIFICATION ASSIGNED BY THE FIRE DEPARTMENT. SUBMIT AN EXHIBIT FOR REVIEW AND APPROVAL TO THE FIRE DEPARTMENT. A COPY OF THE PREMISE IDENTIFICATION STANDARD IS AVAILABLE AT CORONACA.GOV/FIRE
35. THIS PROJECT IS LOCATED WITHIN THE CITY'S VERY-HIGH FIRE HAZARD SEVERITY ZONE. SHOW CALIFORNIA BUILDING CODE CHAPTER 7A COMPLIANCE ON BUILDING PLAN SUBMITTAL. REFERENCE CAN BE MADE TO WILDLAND URBAN INTERFACE PRODUCTS AT THE OFFICE OF THE STATE FIRE MARSHAL AT WWW.OSFM.FIRE.CA.GOV
36. A SIGN SHOWING THE OCCUPANT LOAD LIMIT(S) SHALL BE POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT FROM THE ROOM.
37. A DETAILED SEATING PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.
38. OBTAIN A PLACE OF ASSEMBLY PERMIT WITH THE CORONA FIRE DEPARTMENT. YOU CAN OBTAIN A PERMIT APPLICATION AT CORONACA.GOV. ALONG WITH THE APPLICATION PROVIDE A COMPLETE FLOOR/SEATING PLAN AND SUBMIT IT TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.




DETAIL OF FENCE POST INSTALLATION USING SLEEVE-IT 1224R

NOT TO SCALE




PLANTABLE GEOGRID REINFORCED WALL SECTION

NOT TO SCALE

## EASEMENTS:

ITEMS SHOWN HEREON WERE PLOTTED FROM RECORD DATA BASED ON SCHEDULE "B" DOCUMENTS FROM THE WESTERN RESOURCES TITLE COMPANY, REPORT NO. 157300, DATED DECEMBER 1, 2020.
BY A △: NON-PLOTTABLE EASEMENTS ARE INDICATED BY A □.

△ AN AGREEMENT FOR ACCESS AND MINING PURPOSES, IN FAVOR OF PACIFIC CLAY MANUFACTURING COMPANY, RECORDED MAY 8, 1902 IN BOOK 143, PAGE 68 OF DEEDS. **(BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)**

△ A RIGHT OF WAY FOR DITCHES AND CANALS AS RESERVED BY THE UNITED STATES OF AMERICA IN THE PATENT RECORDED JULY 20, 1910 IN BOOK 6 OF PATENTS, PAGE 3. **(BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)**

△ TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RIGHT OF WAY AGREEMENT", RECORDED FEBRUARY 5, 1980 AS INSTRUMENT NO. 23858 OF OFFICIAL RECORDS. **(ACCESS RIGHT IN FAVOR OF PROPERTY OWER PCPC PAR. 2070-105)**

△ AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO 262207. **(TO BE ABANDONED & RE-DEDICATED)**

△ AN EASEMENT FOR SLOPE, DRAINAGE, AND TEMPORARY CONSTRUCTION AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO 262208. **(TO BE VACATED/ABANDONED)**

△ VACATION OF A PORTION OF THE ACCESS EASEMENT (INSTRUMENT NO 262207) IN FAVOR OF THE PROPERTY OWNER, RECORDED JUNE 8, 2010 AS INSRUMENT NO 487787. **(REMAINED)**

△ AN EASEMENT FOR SLOPE PURPOSES, WHICH INCLUDE THE RIGHT TO FOREVER CONSTRUCT, MAINTAIN, IMPROVE, ALTER, RELOCATE, INSPECT, OCCUPY AND USE A SLOPE OVER, UNDER, AND ACROSS THE SLOPE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93403. **(TO BE VACATED/ABANDONED)**

△ AN EASEMENT FOR DRAINAGE PURPOSES, WHICH INCLUDE THE RIGHT TO LOCATE AND MAINTAIN ON THE DRAINAGE EASEMENT PROPERTY BOTH SUBTERRANEAN AND ABOVE-GROUND DRAINAGE IMPROVEMENTS AS MAY BE REQUIRED BY THE FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT PLANS, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93404. **(TO REMAIN)**

△ AN EASEMENT FOR TEMPORARY CONSTRUCTION PURPOSES, WHICH INCLUDE THE RIGHT TO ENGAGE IN CONSTRUCTION, MAINTENANCE, AND RELATED ACTIVITIES OVER, UNDER, ALONG, AND ACROSS THE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93405. **(REMOVED)**

△ A PROPOSED EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR HOA MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD ACCESS AND MAINTENANCE PURPOSES (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF APN 275-080-021 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR PUBLIC TRAIL ACCESS IN FAVOR OF CITY OF CORONA (PLOTTED HEREON)

△ A PROPOSED OFF SITE EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY PER SEPARATE INSTRUMENT (SEE NOTE 1)

△ A PROPOSED EASEMENT FOR TRAIL ACCESS IN FAVOR OF LOT 1 (PLOTTED HEREON)

△ CITY R/W PROPERTY TO BE ACQUIRED BY DEVELOPER PER AGREEMENT WITH CITY OF CORONA (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 1 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED OFF SITE EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF TRACT 37691 PER SEPARATE INSTRUMENT. (SEE NOTE 1)

NOTE 1: SHOULD THE PROPOSED OFFSITE UTILITY AND ACCESS EASEMENT CANNOT BE OBTAINED, THE PROJECT DEVELOPMENT AS A CONDITION OF APPROVAL WILL BE REQUIRED TO PERFECT THE ALTERNATIVE EVA ACCESS CONCEPT SHOWN ON SHEET 5 HEREON.

## LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO. 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIMS, CONSISTING OF THE MC KNIGHT LUCKEY AND TRIO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, D.C. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K. 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS: SOUTH 71° 16' EAST, 923.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO. 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO. 4, A PINE POST 4 INCHES SQUARE MARKED K 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 06' EAST 679.7 FEET TO CORNER NO. 1, THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS.

## ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON ARE BASED ON THE CITY OF CORONA GPS MONUMENTS NO. 1183 DMY DAM (N: 2254579.060, E: 6152363.939 AND NO. 3039 LINDSON 2 1953 (N: 2249760.701, E: 6154840.535), BEING N 27°12'10" W.

## TOTAL SITE ESTIMATED CUT/FILL VOLUMES

| | |
|---|---|
| CUT VOLUME | 545,900 CY. |
| FILL VOLUME | 81,000 CY. |
| NET TOTAL | 434,900 CY CUT |

NOTES:
1) EARTHWORK VOLUMES ARE ESTIMATED BASED ON-SITE AND OFFSITE GRADING BOUNDARIES.
2) EARTHWORK VOLUMES BASED ON COMPARISON TO EXISTING TOPO DATED OCT. 2018.

## STREET FRONTAGE LENGTH

FOOTHILL PARKWAY = 560 LF

## PROJECT AREA SUMMARY

| | | |
|---|---|---|
| PARCEL 1 GROSS AREA = | 351,800 SF | (8.95 AC) |
| PARCEL 2 GROSS AREA = | 389,736 SF | (8.07 AC) |
| TOTAL GROSS AREA = | 741,536 SF | (17.02 AC) |
| BUILDING AREA = | 1.54 AC | 9.0% |
| PAVEMENT AREA = | 5.50 AC | 32.3% |
| LANDSCAPE AREA = | 5.50 AC | 32.3% |
| OPEN SPACE AREA = | 4.48 AC | 26.4% |
| TOTAL GROSS AREA = | 17.02 AC | 100.0% |

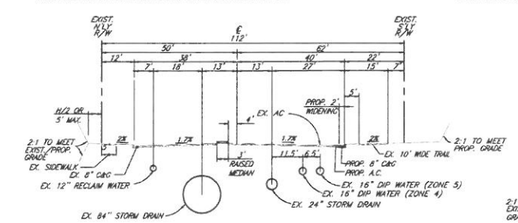
## BUILDING & PARKING SUMMARY

| BUILDING | USES | GROSS FLOOR AREA (IN SQ. FT.) | REQUIRED PARKING RATIO | REQUIRED PARKING |
|---|---|---|---|---|
| BLDG. A1 | COFFEE SHOP | 1,868 | 1/100 | 18 STALLS |
| BLDG. A2 | RETAIL SHOPS/BIKE SHOP | 1,837 | 1/250 | 8 STALLS |
| BLDG. A3 | FOOD/RESTAURANT | 1,195 | 1/100 | 12 STALLS |
| BLDG. A3 | RETAIL SHOPS | 1,200 | 1/250 | 5 STALLS |
| BLDG. B/B1 | FOODHALL-FOOD/BEER GARDEN | 7,465 | 1/100 | 74 STALLS |
| BLDG. B | FOODHALL-DELI | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-RETAIL/PRODUCE | 1,250 | 1/250 | 5 STALLS |
| BLDG. B | FOODHALL-RETAIL/MERCHANDISE | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-DAY SPA/NAIL SALON | 4,700 | 1/100 | 47 STALLS |
| BLDG. B | FOODHALL-OFFICE | 4,500 | 1/250 | 18 STALLS |
| | TOTAL: | 25,715 | | 193 STALLS |
| | | | PARKING PROVIDED (STANDARD STALLS): | 158 STALLS |
| | | | PARKING PROVIDED (ADA STALLS): | 8 STALLS |
| | | | PARKING PROVIDED (EVS/CV/EV): | 27 STALLS |
| | | | TOTAL PARKING PROVIDED: | 193 STALLS |

## BUILDING & PARKING SUMMARY

| BUILDING | USES | LINEABLE SPACE IN SQ. FT. | PROPOSED UNIT COUNT | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO | REQ'D COVERED PARKING STALLS | REQ'D UNCOVERED PARKING STALLS |
|---|---|---|---|---|---|---|---|
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. CONDO | 652 PER UNIT | 39 | 1.5 STALL/1 UNIT | 1 STALL/5 UNIT | 58.5 STALLS | 7.8 STALLS |
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. TOWNHOME | 2,886 PER UNIT | 39 | 2.5 STALL/1 UNIT | 1 STALL/5 UNIT | 97.5 STALLS | 7.8 STALLS |
| BLDG. C7 | POOL/RECREATION CENTER (1-STORY) | 1,400 | – | – | – | – | – |
| | TOTAL: | – | 78 | | | 156 STALLS | 15.6 STALLS |
| | | | | | PARKING PROVIDED (COVERED STALLS): | 79 STALLS | |
| | | | | | PARKING PROVIDED (GARAGE SPACES): | 78 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | 24 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | 4 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED EVS STALLS): | 6 STALLS | |
| | | | | | TOTAL PARKING PROVIDED: | 191 STALLS* | |

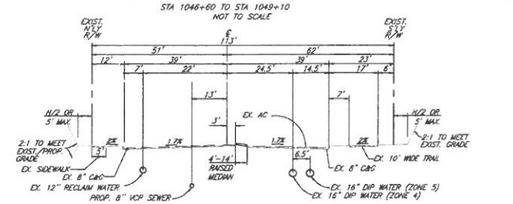
*NOTE: EXCLUDES 78 ADDITIONAL DRIVEWAY SPACES FOR HOMEOWNER USE




FOOTHILL PARKWAY

STA 1046+60 TO STA 1049+10

NOT TO SCALE




FOOTHILL PARKWAY

STA 1049+10 TO STA 1051+08

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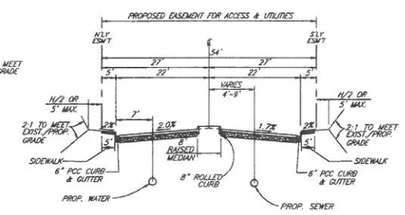



ROAD SECTION – ENTRY ROAD

NOT TO SCALE

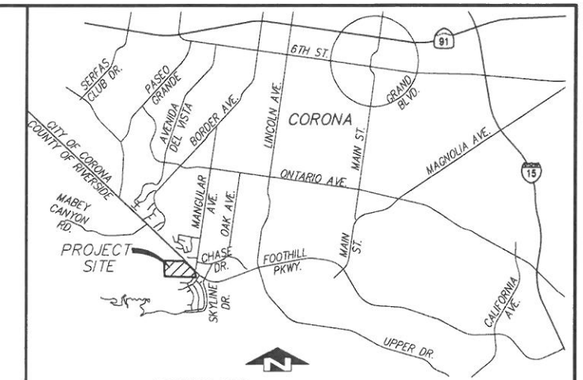
## STATEMENT OF PREPARER

I HEREBY STATE THAT THIS PRECISE PLAN FOR SKYLINE VILLAGE TENTATIVE TRACT MAP 37691 WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

MIKE C. TAING, P.E. DATE 05/3/2021

REGISTERED PROFESSIONAL ENGINEER MIKE C. TAING No. 64253 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

DATE OF LATEST REVISION: 05/3/202




VICINITY MAP

NOT TO SCALE

# VICINITY MAP

## UTILITY NOTES:

WATER: CITY OF CORONA DEPARTMENT OF WATER AND POWER
815 W. 6th STREET
CORONA, CA. 91720
(909) 736-2321
ATTN: CORETT ADDISON

SEWER: CITY OF CORONA DEPARTMENT OF WATER AND POWER
815 W. 6th STREET
CORONA, CA. 91720
(909) 736-2321

POWER: SOUTHERN CALIFORNIA EDISON CO.
1351 E. FRANCIS
ONTARIO, CA. 91761
(800) 930-8591

GAS: SOUTHERN CALIFORNIA GAS CO.
P.O. BOX 3003
REDLANDS, CA. 92373
(800) 427-2200

PHONE: AT&T 1265 N. VAN BUREN ST., #180
ANAHEIM, CA 92807
(714) 666-5423

CABLE TV: TIME WARNER CABLE
1500 AUTO CENTER DRIVE
ONTARIO, CA 91761
(909) 973-3396

## OWNER

COREY A. ADDISON LIVING TRUST
10206 ELM AVE
FONTANA, CA 92335
ATTN: COREY ADDISON

## APPLICANT/DEVELOPER:

GF INVESTMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN: CHRIS BOWEN

## ENGINEER:

KWC ENGINEERS
1880 COMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TAING, P.E.

## SOILS ENGINEER:

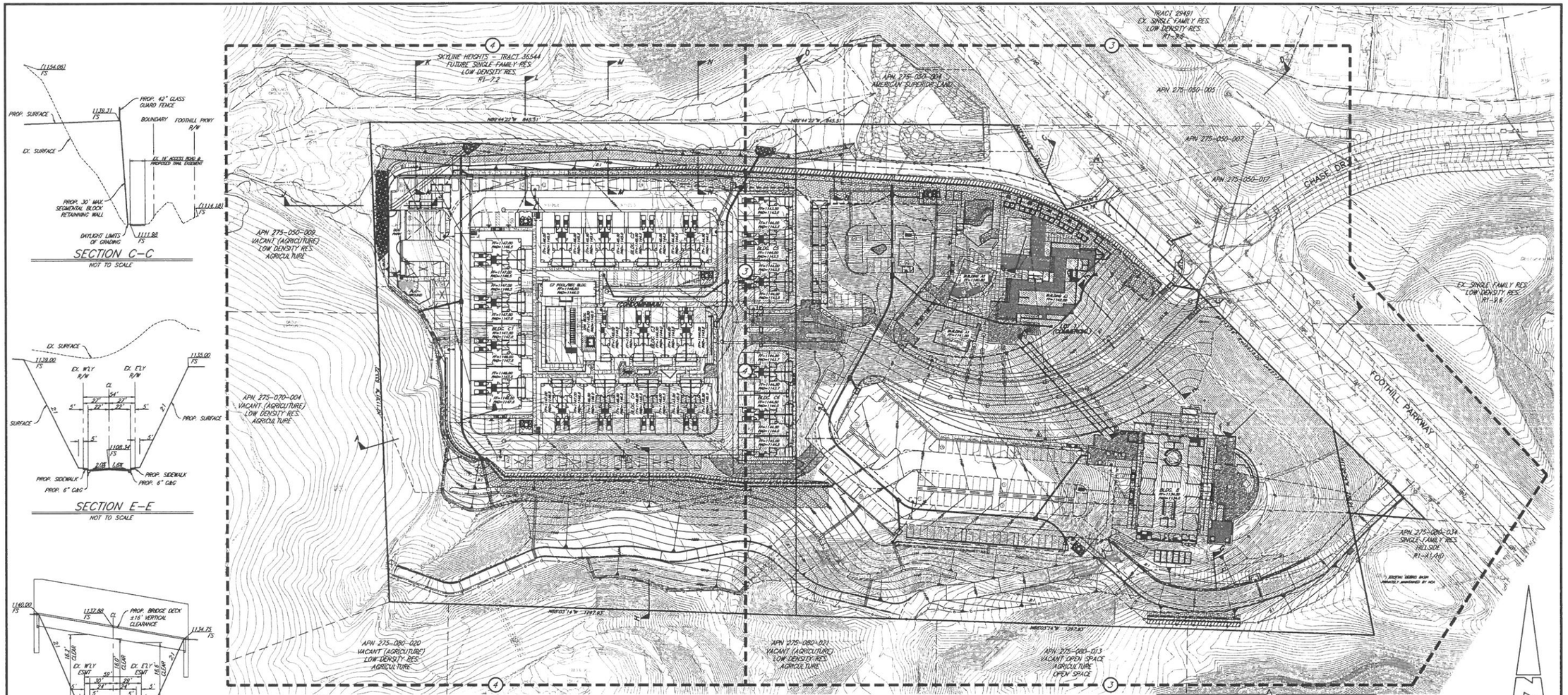
LGC GEO-ENVIRONMENTAL, INC.
27570 COMMERCE CENTER DR., SUITE 128
TEMECULA, CA. 92590
(951) 297-2450
ATTN: MARK BERGMANN, CEG

## ARCHITECT:

DETAILS
370 W. GRAND BLVD., 205
CORONA, CA 92882
(951) 452-9467
ATTN: NORMAN PEREZ

**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

PREPARED FOR: GF INVESTMENTS, LLC.
110 N. LINCOLN AVE


SKYLINE HEIGHTS – TRACT 36544
FUTURE SINGLE FAMILY RES.
LOW DENSITY RES.
R1-7.2
TRACT 29491
EX. SINGLE FAMILY RES.
LOW DENSITY RES.
R1-8.8
APN 275-050-024
AMERICAN SUPERIOR CAMP
APN 275-050-005
APN 275-050-007
APN 275-050-017
GHASE DR.
APN 275-050-009
VACANT (AGRICULTURE)
LOW DENSITY RES.
AGRICULTURE
APN 275-070-004
VACANT (AGRICULTURE)
LOW DENSITY RES.
AGRICULTURE
FOOTHILL PARKWAY
EX. SINGLE FAMILY RES.
LOW DENSITY RES.
R1-8.8
APN 275-080-034
SINGLE FAMILY RES.
HILLSIDE
R1-X1.AD
APN 275-080-020
VACANT (AGRICULTURE)
LOW DENSITY RES.
AGRICULTURE
APN 275-080-021
VACANT (AGRICULTURE)
LOW DENSITY RES.
AGRICULTURE
APN 275-080-013
VACANT OPEN SPACE
AGRICULTURE
OPEN SPACE
N89°44'22"W 845.51'
N89°03'16"W 1297.93'
S01°19'43"W 2217.87'
BLDG. A1
BLDG. A2
BLDG. A3
BLDG. B
BLDG. C1
BLDG. C2
BLDG. C3
BLDG. C4
BLDG. C5
BLDG. C6
BLDG. C7
BLDG. C8
BLDG. C9
BLDG. C10
BLDG. C11
BLDG. C12
BLDG. C13
BLDG. C14
BLDG. C15
BLDG. C16
BLDG. C17
BLDG. C18
BLDG. C19
BLDG. C20
BLDG.

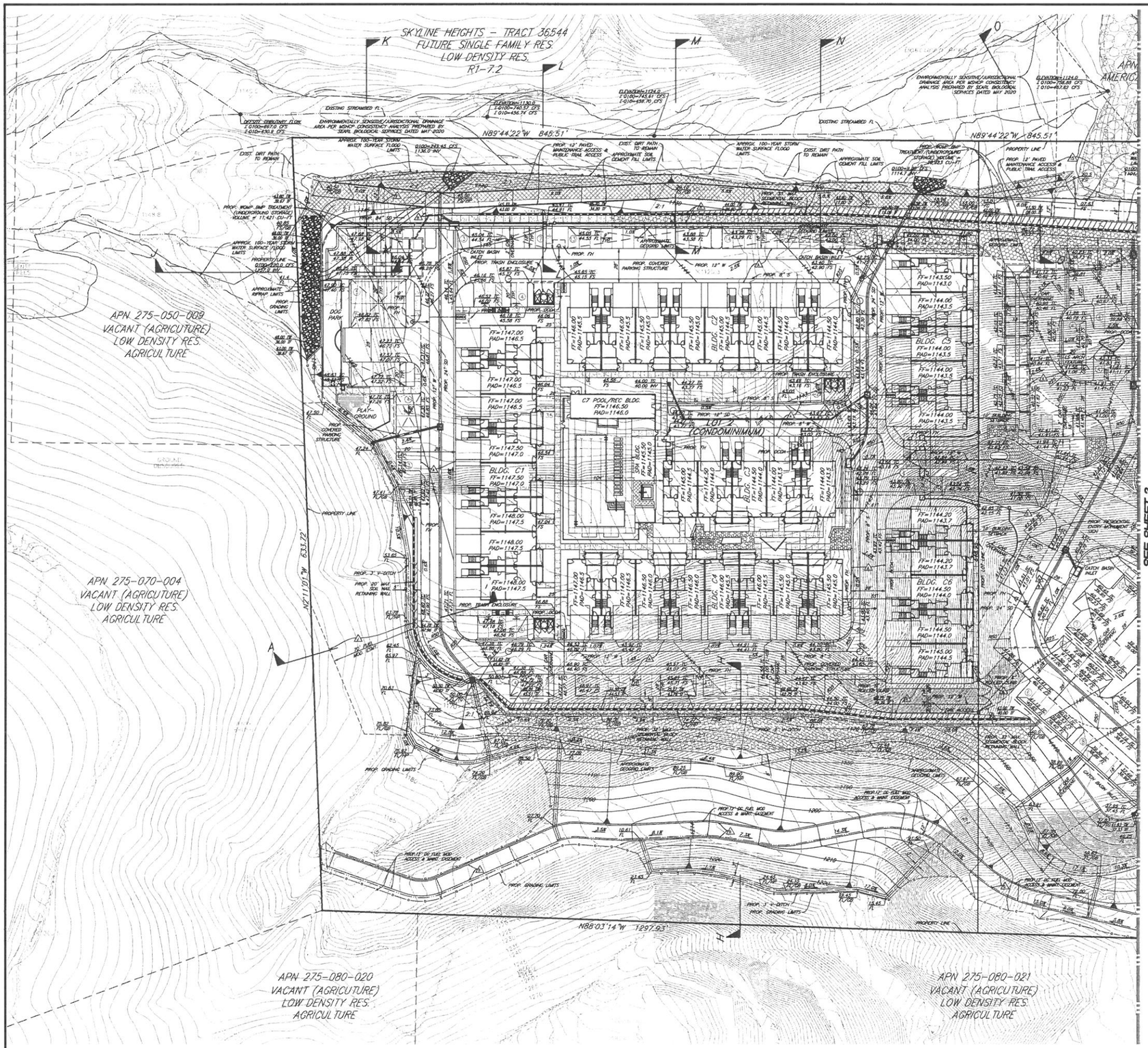
**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

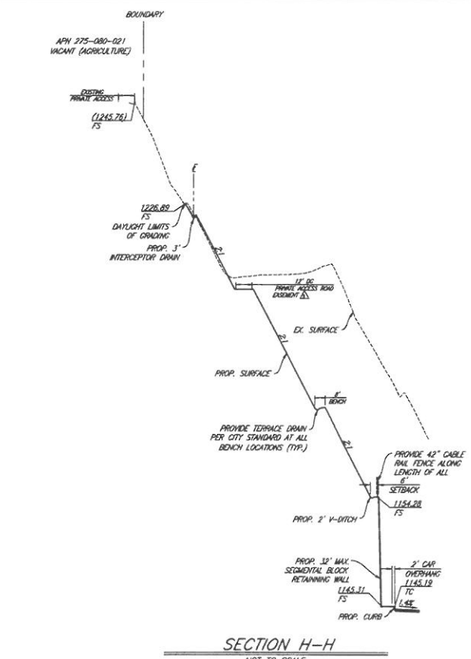
PREPARED FOR
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 CORONA, CA 92881-3379 951-734-2130

SHEET 3 OF 5 SHEET

JN 18-0417.00 R:\18-0417\PRECIS\MAPS\PREC PLAN\1947 PRECISE PLAN.DWG




SECTION H-H

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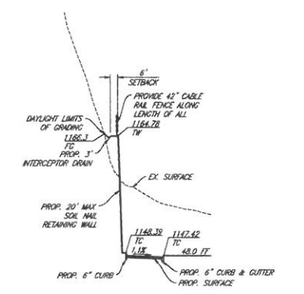


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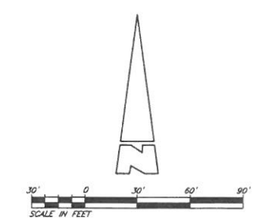


**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

PREPARED FOR:
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY:
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 CROTON AVENUE, SUITE 100 CORONA, CA. 92881-3370 951-734-2130

SHEET 4 OF 5 SHEET

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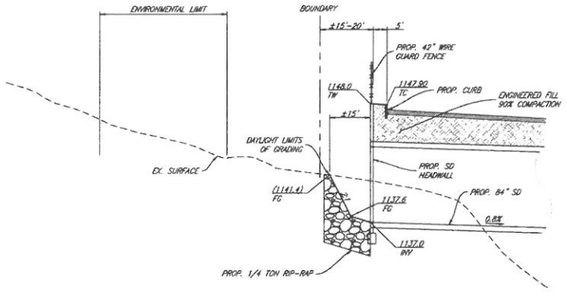


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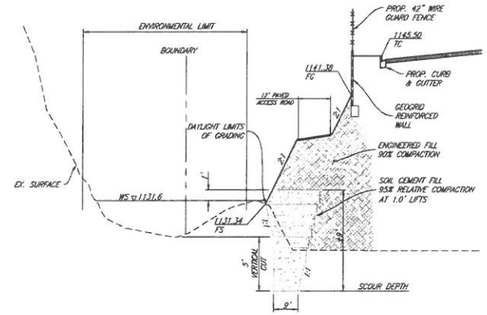


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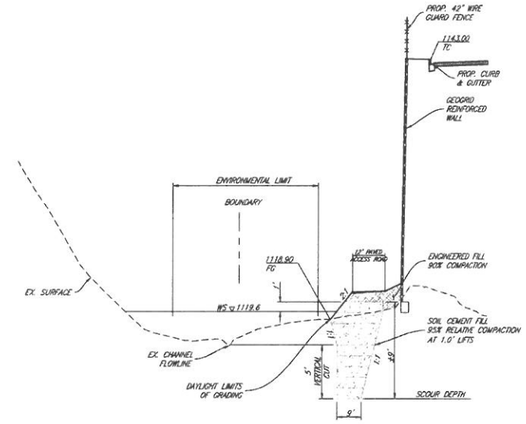


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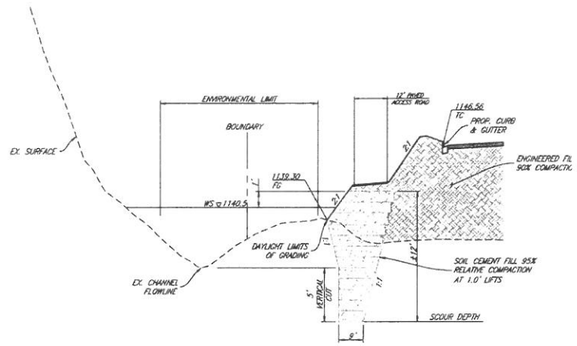


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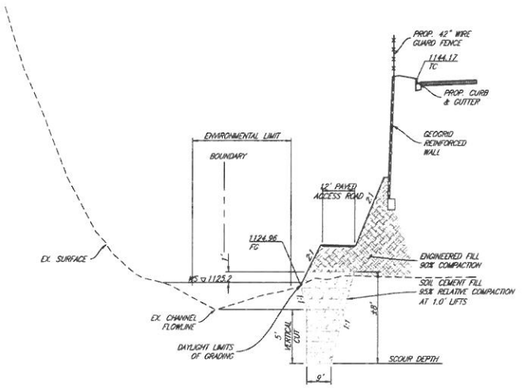


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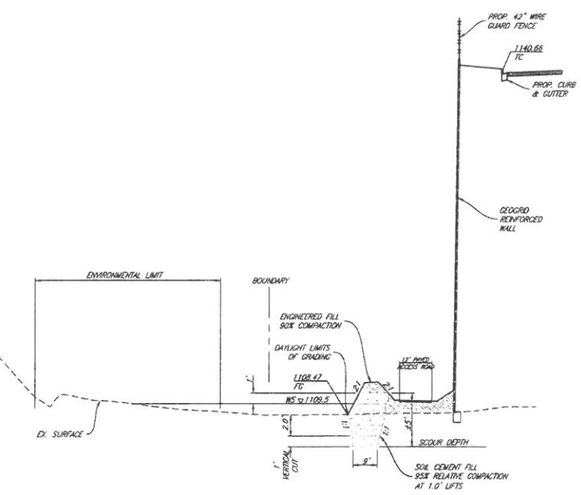


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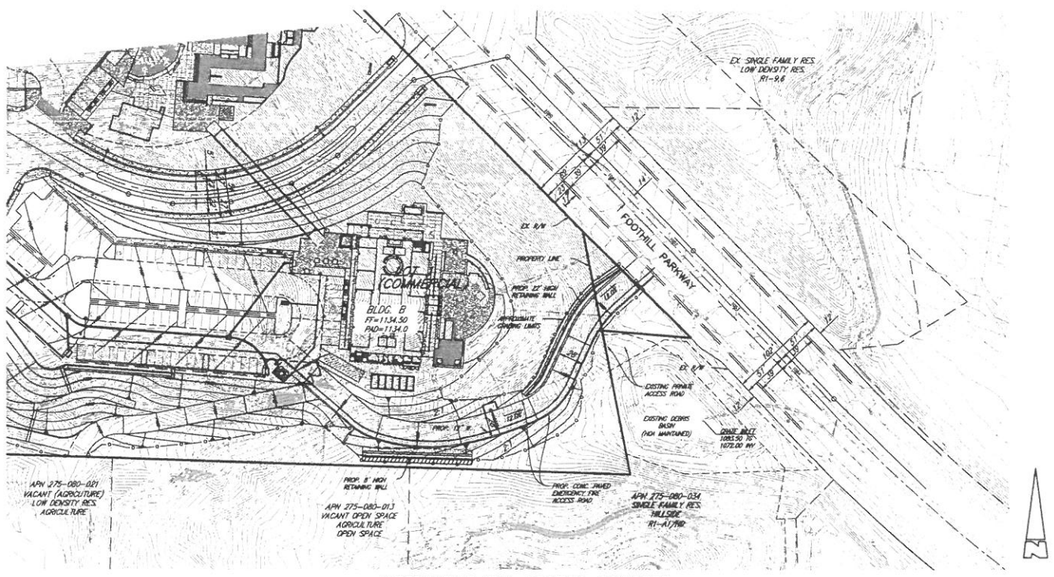



ALTERNATIVE EVA ACCESS CONCEPT
SCALE: 1"=60'

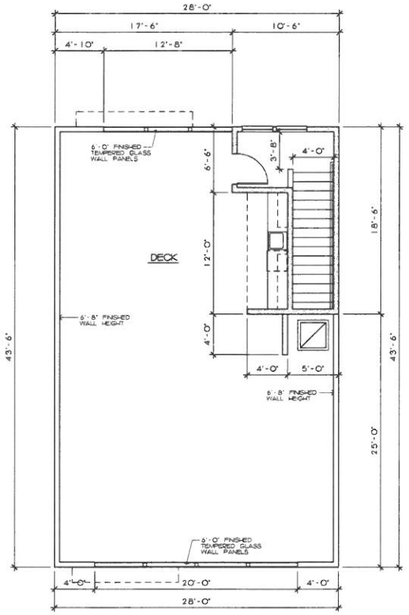
**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

PREPARED FOR: GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

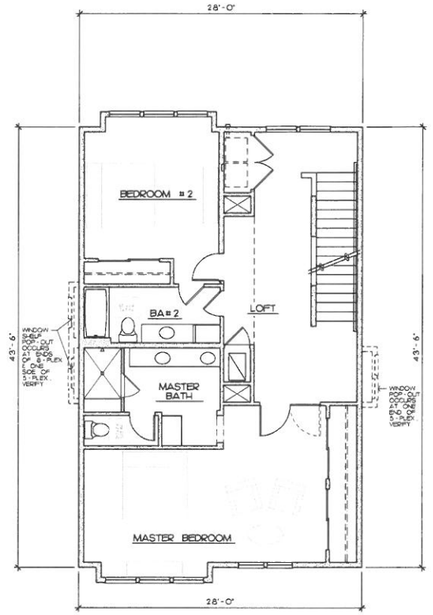
PREPARED BY: KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 CORONA, CA. 92881-3370 951-734-2130

SHEET 5 OF 5 SHEET

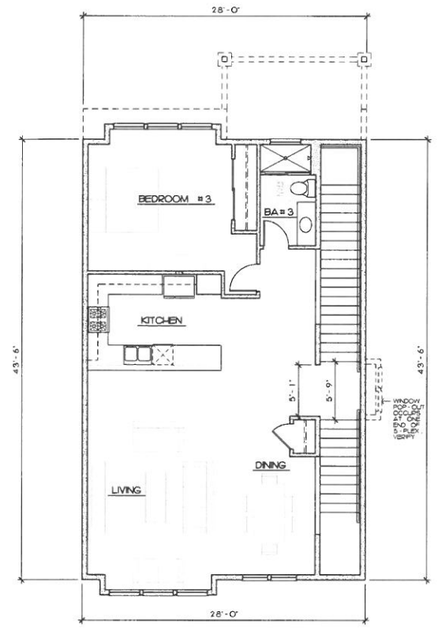
JN 16.1057.1.08 R:\101.DAT\PRECLAN\MAPS\PREC PLAN\1057 PRECISE PLAN.DWG



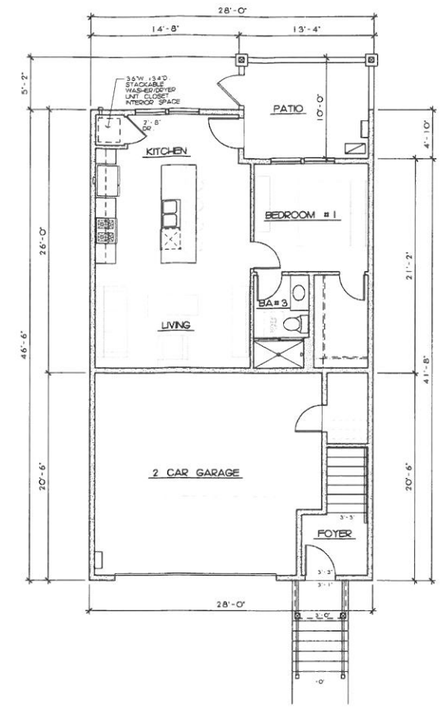

## DECK FLOOR PLAN
SCALE 3/16" = 1'-0"




## THIRD FLOOR PLAN
SCALE 3/16" = 1'-0"

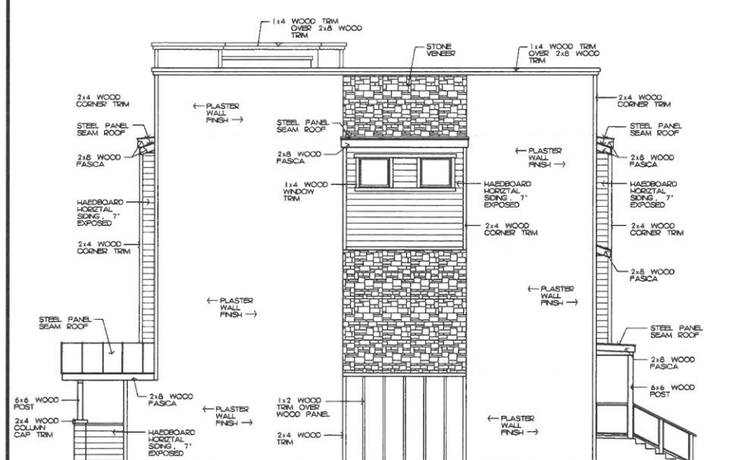



## SECOND FLOOR PLAN
SCALE 3/16" = 1'-0"



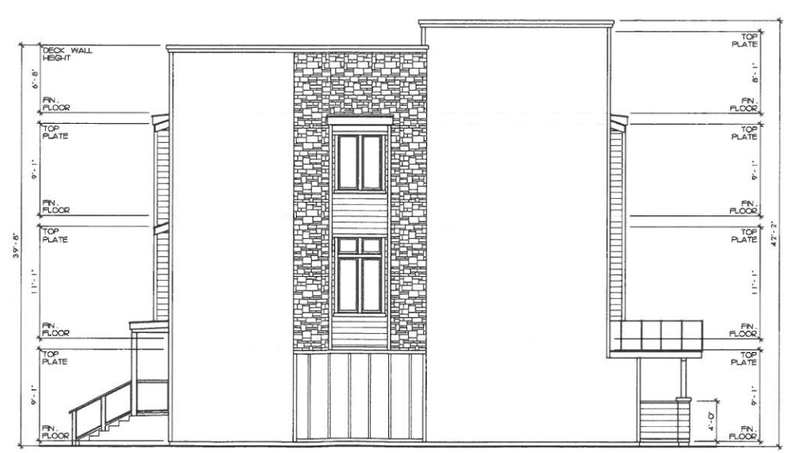

## FIRST FLOOR PLAN
SCALE 3/16" = 1'-0"

| AREA TABULATION | GROSS AREA |
|---|---|
| FIRST FLOOR UNIT | 659 S.F. |
| PATIO AREA | 131 S.F. |
| 2 CAR GARAGE & CLOSET | 501 S.F. |
| ENTRY FOYER TO MAIN UNIT | 80 S.F. |
| SECOND FLOOR | 1,094 S.F. |
| THIRD FLOOR | 1,253 S.F. |
| MAIN UNIT, TOTAL FLOOR | 2,427 S.F. |
| DECK LANDING | 59 S.F. |
| OUTSIDE DECK | 1,098 S.F. |



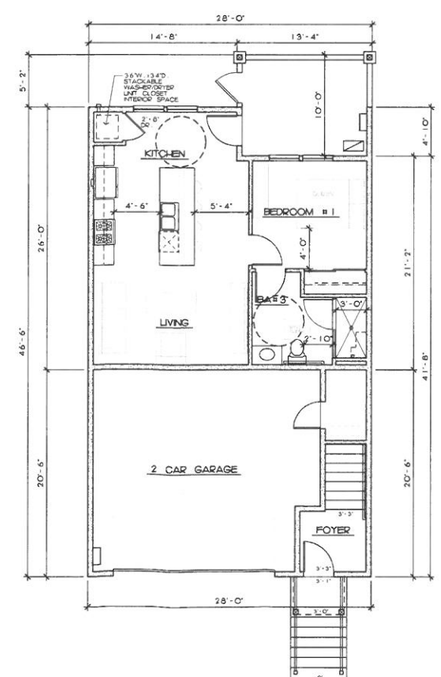

POP-OUT AT BATH ROOMS

## SIDE ELEVATION
SCALE 3/16" = 1'-0"




POP-OUT AT STAIRCASE LANDINGS

## SIDE ELEVATION
SCALE 3/16" = 1'-0"




## FIRST FLOOR PLAN - ADA
SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |

DETAILS
Residential & Commercial Design
370 W. Grand Blvd.
Suite 205
Corona, CA 92882
(951)340-9620

Norman V. Perez

04-06-2020

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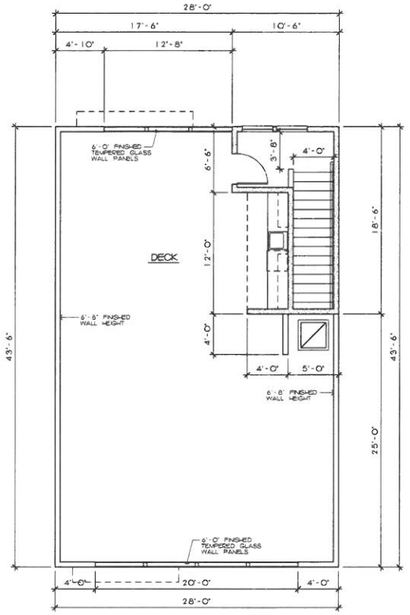
FLOOR PLANS
SKYLINE VILLAGE CONDOMINIUMS at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

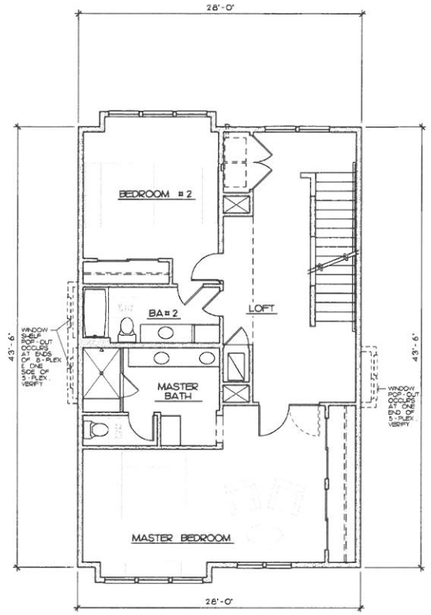
| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | |

EXHIBIT 3.D



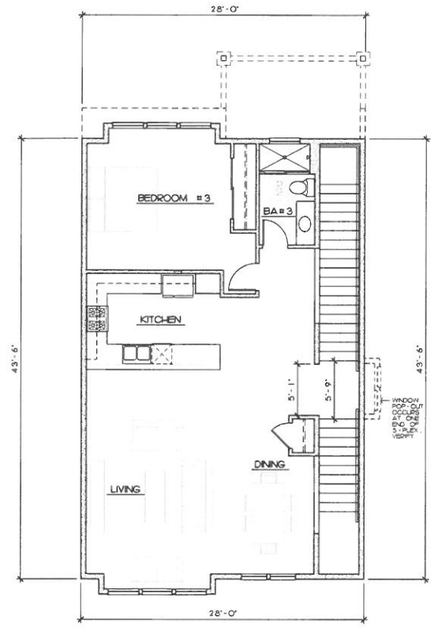

## DECK FLOOR PLAN

SCALE 3/16" = 1'-0"



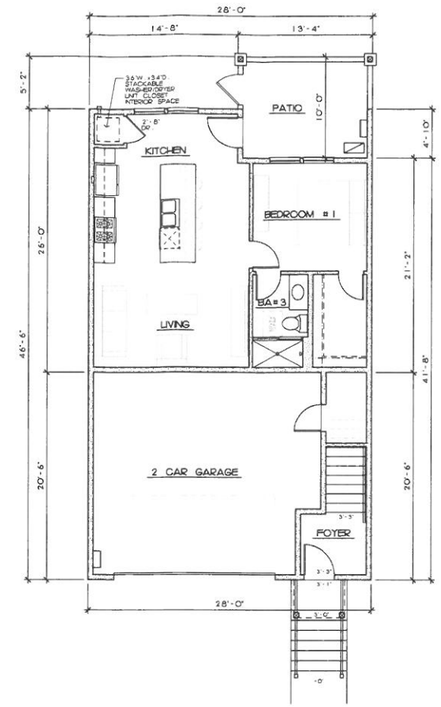

## THIRD FLOOR PLAN

SCALE 3/16" = 1'-0"




## SECOND FLOOR PLAN

SCALE 3/16" = 1'-0"




## FIRST FLOOR PLAN

SCALE 3/16" = 1'-0"

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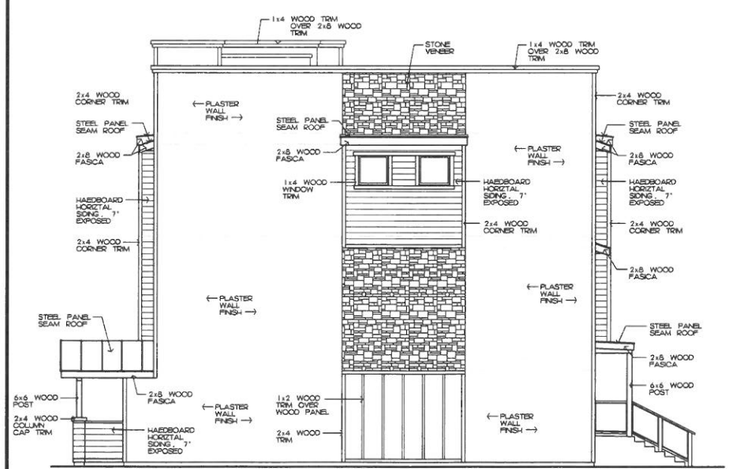
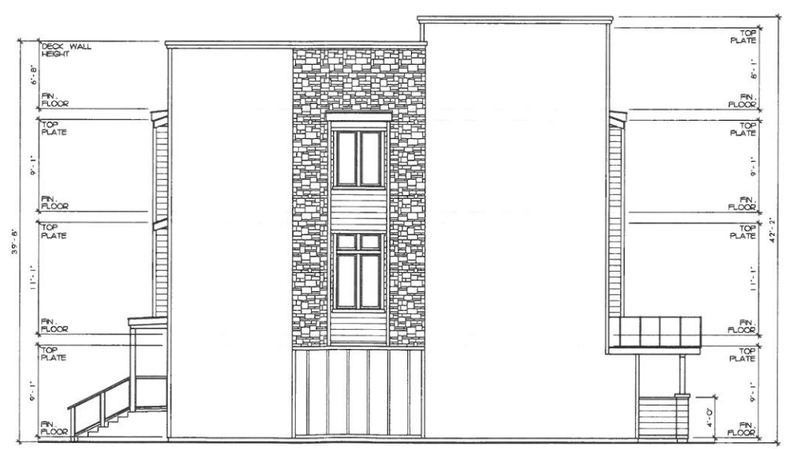
| OUTSIDE DECK | 1,098 S.F. |




POP-OUT AT BATH ROOMS

## SIDE ELEVATION

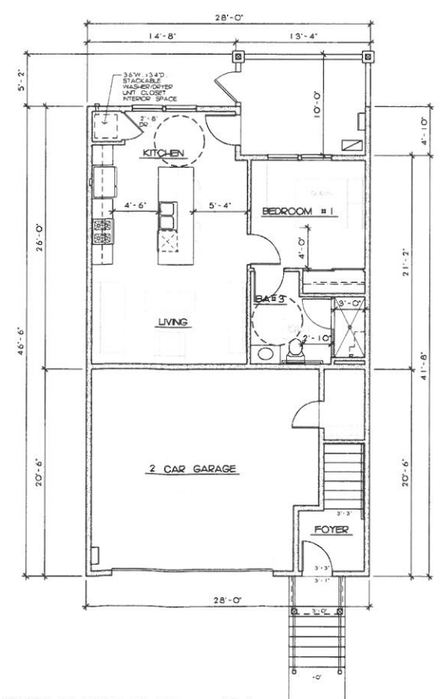
SCALE 3/16" = 1'-0"




POP-OUT AT STAIRCASE LANDINGS

## SIDE ELEVATION

SCALE 3/16" = 1'-0"




## FIRST FLOOR PLAN - ADA

SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |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(951)340-9620

Norman V. Perez


04-06-2020

FLOOR PLANS

# SKYLINE VILLAGE CONDOMINIUMS at FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A1.01 |
| OF | SHEETS |

PLOTTED: 07-08-2020


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FRONT ELEVATION

SCALE 3/16" = 1'-0"

REAR ELEVATION

SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |

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04-06-2020

EXTERIOR ELEVATIONS – 5-PLEX

SKYLINE VILLAGE CONDOMINIUMS at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. KSRTV | |
| SHEET | A1.02 |
| OF | SHEETS |

PLOTTED: 01-06-2010

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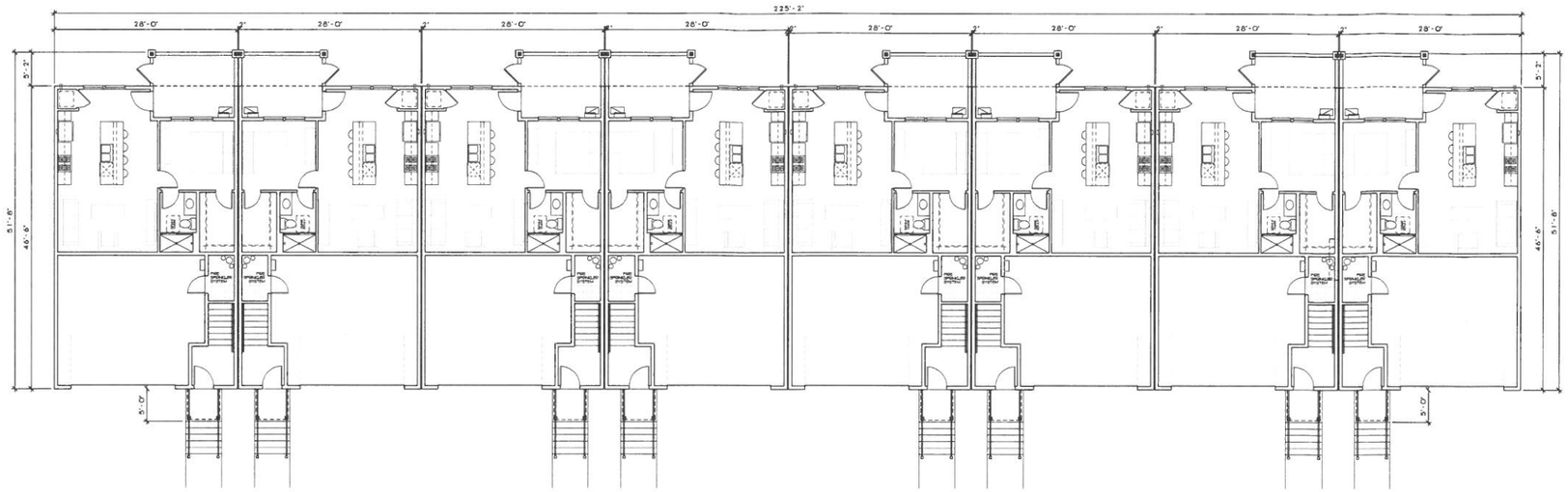


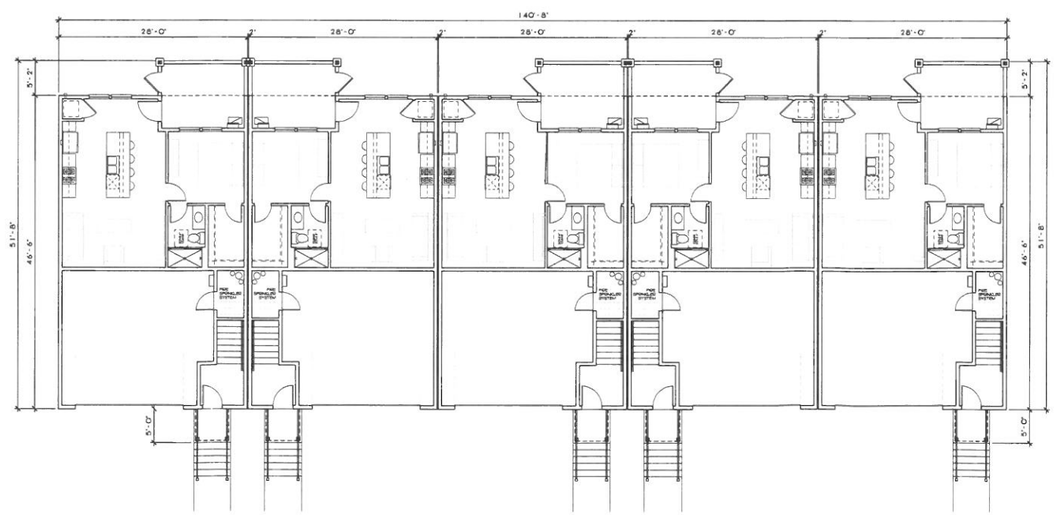

| INDIVIDUAL CONDOMINUM | |
|---|---|
| AREA TABULATION | GROSS AREA |
| FIRST FLOOR UNIT | 659 S.F. |
| PATIO AREA | 131 S.F. |
| 2 CAR GARAGE & CLOSET | 501 S.F. |
| ENTRY FOYER TO MAIN UNIT | 60 S.F. |
| SECOND FLOOR | 1,094 S.F. |
| THIRD FLOOR | 1,253 S.F. |
| MAIN UNIT, TOTAL FLOOR | 2,427 S.F. |
| DECK LANDING | 59 S.F. |
| OUTSIDE DECK | 1,098 S.F. |

| 8-PLEX BUILDING - C1, C2 & C4 | |
|---|---|
| AREA TABULATION | GROSS AREA |
| TOTAL BUILDING FOOTPRINT | 9,971 S.F. |
| TOTAL PATIO AREA | 1,048 S.F. |

| 5-PLEX BUILDING - C3, C5 & C6 | |
|---|---|
| AREA TABULATION | GROSS AREA |
| TOTAL BUILDING FOOTPRINT | 6,229 S.F. |
| TOTAL PATIO AREA | 655 S.F. |

## FIRST FLOOR PLAN - 8-PLEX

SCALE 1/8" = 1'-0"




## FIRST FLOOR PLAN - 5-PLEX

SCALE 3/8" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
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| | |
| | |


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Norman V. Perez


04-06-2020


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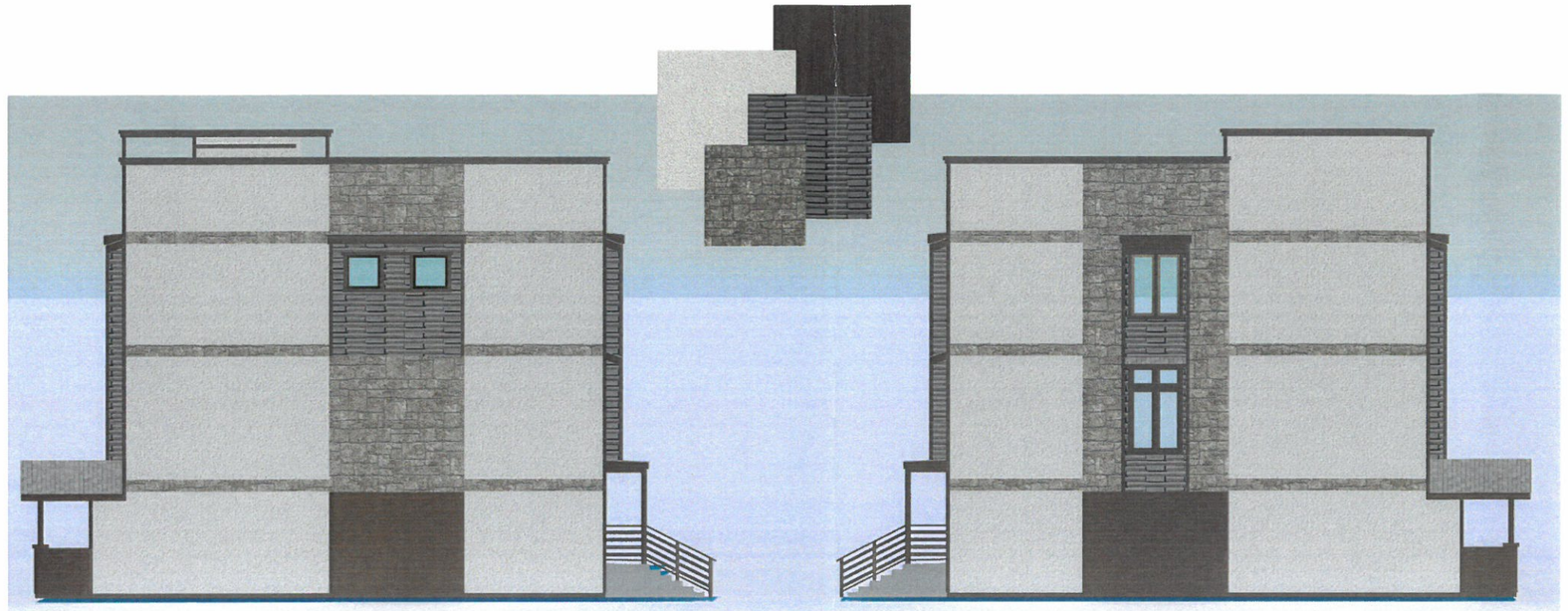
# FLOOR PLANS - 5-PLEX & 8-PLEX BUILDINGS

# SKYLINE VILLAGE CONDOMINIUMS at FOOTHILL AVE. & W. CHASE DR., CORONA, CA

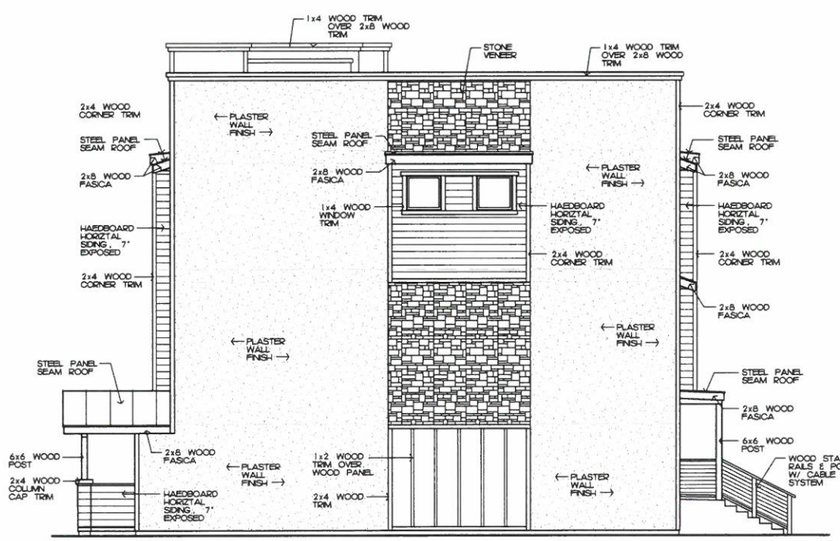
| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A1.03 |
| OF | SHEETS |

PLOTTED: OCT 08, 2020



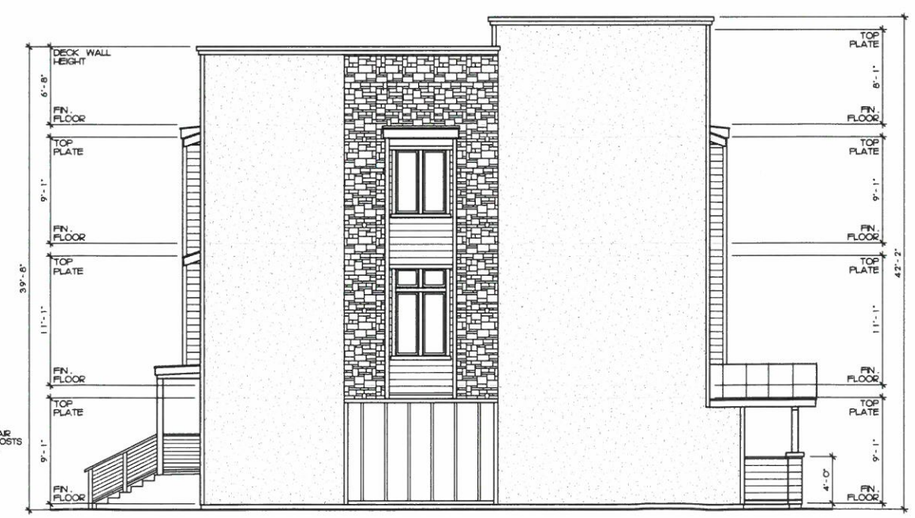
SIDE ELEVATION
SCALE 3/16" = 1'-0"

SIDE ELEVATION
SCALE 3/16" = 1'-0"




POP-OUT AT BATH ROOMS

SIDE ELEVATION
SCALE 3/16" = 1'-0"




POP-OUT AT STAIRCASE LANDINGS

SIDE ELEVATION
SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |

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Norman V. Perez
04-06-2020

FLOOR PLANS & SIDE ELEVATIONS

SKYLINE VILLAGE CONDOMINIUMS at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | |

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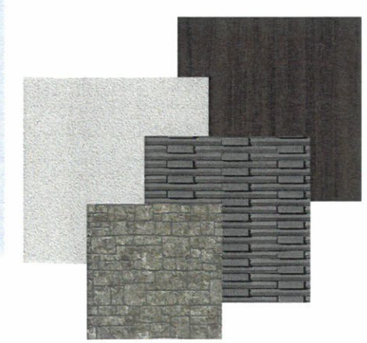
EXHIBIT 3.E

FRONT ELEVATION

SCALE 3/16" = 1'-0"

FRONT ELEVATION

SCALE 3/16" = 1'-0"



| REVISIONS | BY |
|---|---|
| | |
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| | |

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# EXTERIOR ELEVATIONS – 5-PLEX

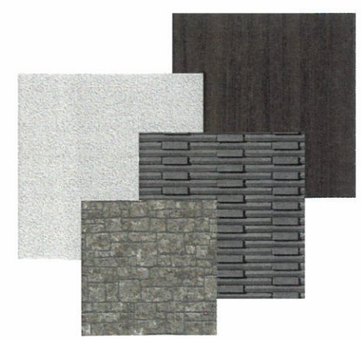
## SKYLINE VILLAGE CONDOMINIUMS at FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A1.02 |
| OF | SHEETS |

PLOTTED : 09-06-2020

REAR ELEVATION
SCALE 3/16" = 1'-0"

REAR ELEVATION
SCALE 3/16" = 1'-0"



| REVISIONS | BY |
|---|---|
| | |

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04-06-2020

EXTERIOR ELEVATIONS - 5-PLEX

SKYLINE VILLAGE CONDOMINIUMS at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. NORTH | |
| SHEET | A1.02 |
| OF | SHEETS |

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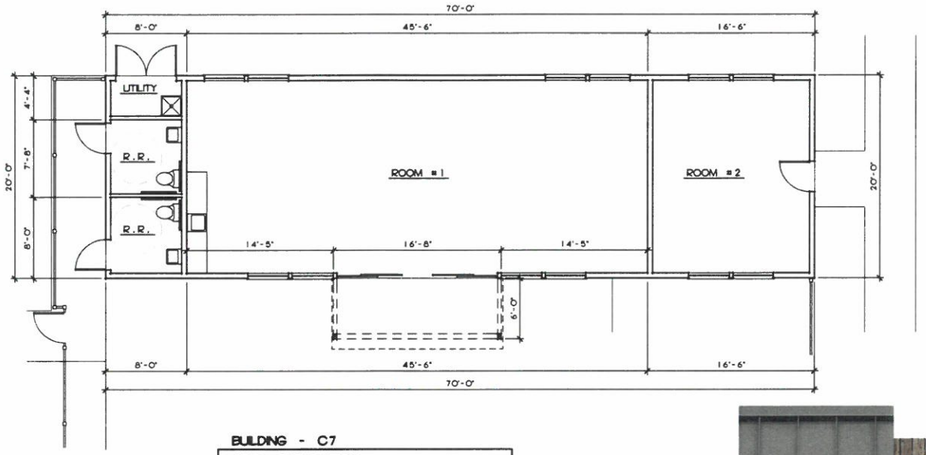
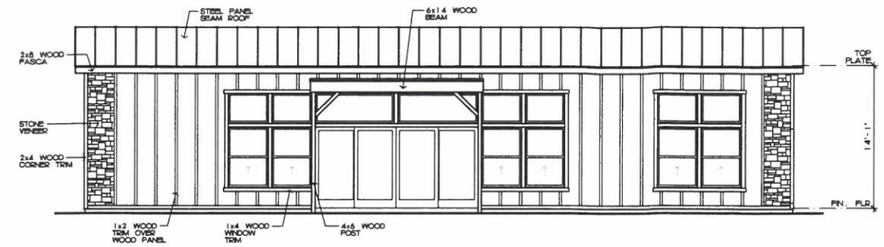
PLOTTED : 09-08-2020




## FLOOR PLAN
SCALE 3/16" = 1'-0"

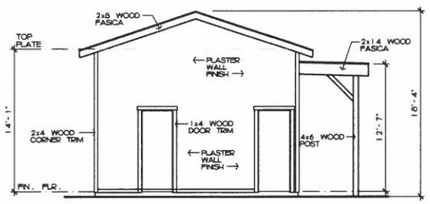
**BUILDING - C7**

| AREA TABULATION | GROSS AREA |
|---|---|
| ROOM #1 | 920 S.F. |
| ROOM #2 | 325 S.F. |
| RESTROOMS | 123 S.F. |
| UTILITY ROOM | 32 S.F. |
| TOTAL BUILDING AREA | 59 S.F. |

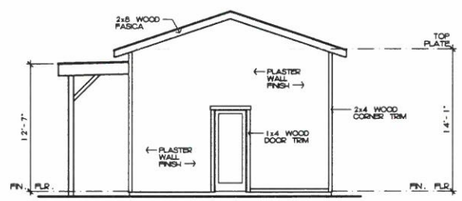



## FRONT ELEVATION - EAST
SCALE 3/16" = 1'-0"

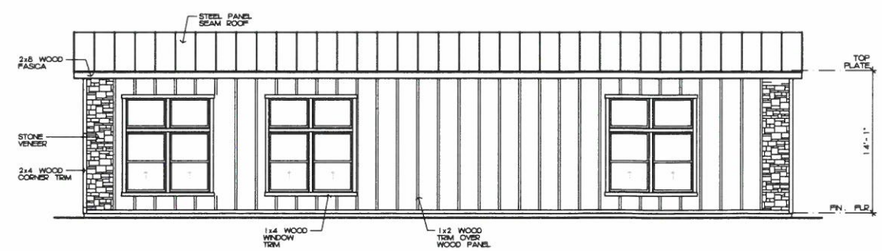
## FRONT ELEVATION - EAST
SCALE 3/16" = 1'-0"



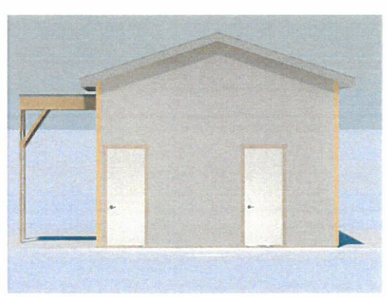

## LEFT ELEVATION - SOUTH
SCALE 3/16" = 1'-0"



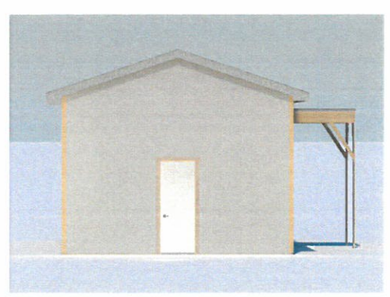

## RIGHT ELEVATION - NORTH
SCALE 3/16" = 1'-0"




## REAR ELEVATION - WEST
SCALE 3/16" = 1'-0"



## LEFT ELEVATION - SOUTH
SCALE 3/16" = 1'-0"



## RIGHT ELEVATION - NORTH
SCALE 3/16" = 1'-0"

## REAR ELEVATION - WEST
SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |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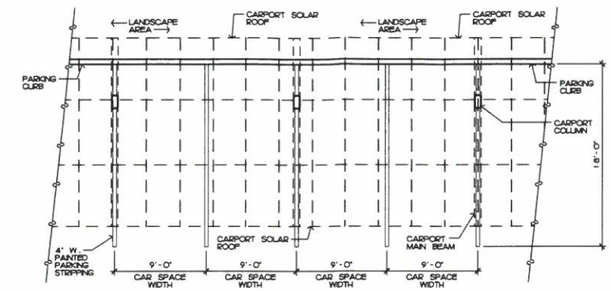
Norman V. Perez


04-06-2020

# POOL BUILDING - FLOOR PLAN & EXTERIOR ELEVATIONS

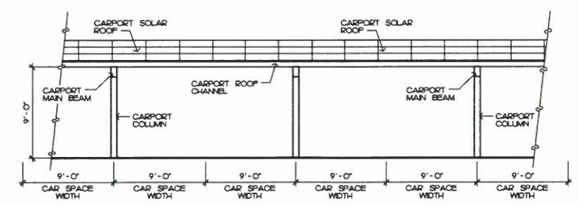
# SKYLINE VILLAGE CONDOMINIUMS at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A1.04 |
| OF | SHEETS |



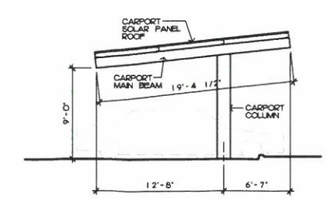

## PARTIAL CARPORT FLOOR PLAN

SCALE 3/16" = 1'-0"




## CARPORT FRONT ELEVATION

SCALE 3/16" = 1'-0"




## CARPORT SIDE ELEVATION

SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

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Norman V. Perez

04-06-2020

# CARPORT STRUCTURE 0 SOLAR PANEL ROOF – FLOOR PLAN, ELEVATIONS

## SKYLINE VILLAGE CONDOMINIUMS at FOOTHILL AVE. & W. CHASE DR., CORONA, CA

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| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A1.05 |
| OF | SHEETS |

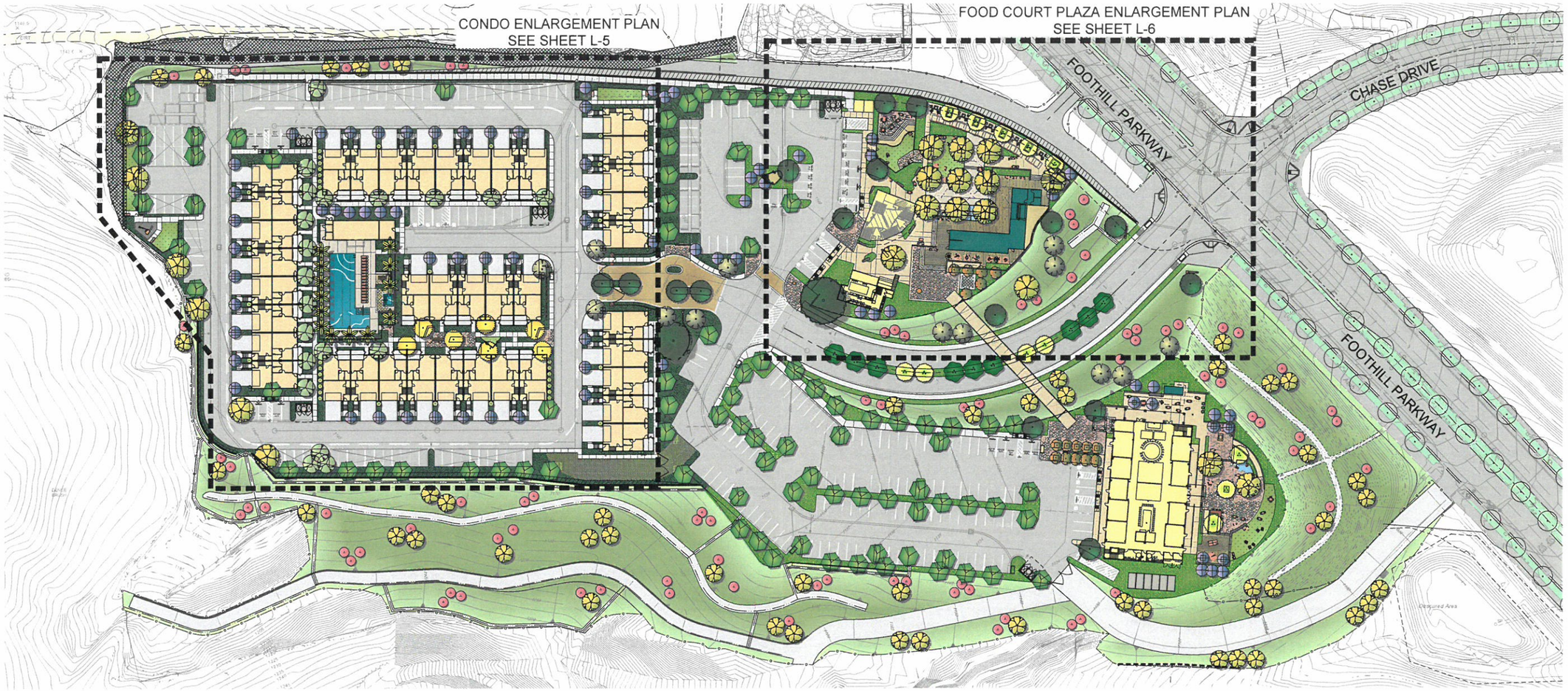
PLOTTED - 07-06-2020

EXHIBIT 3.F

WFYB.

WEYB.

WFYB.




## CONCEPT STATEMENT

LANDSCAPE CONCEPT:
This landscape will consist of climate adaptive and appropriate low and medium water use planting categories as described by the WUCOLS system. Plant material has been chosen to provide site wide coverage, slope stabilization, parking lot shade and accentuate entries to the site. Maintenance and longevity of the plant material has been taken into consideration. Root panels and barriers will be provided on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to current City of Corona landscape guidelines.

IRRIGATION CONCEPT:
The irrigation design will incorporate the latest in smart irrigation technologies. All new planter areas will include drip line. All planters will use drip line with an irrigation efficiency of .81. Slopes will use rotors with an irrigation efficiency of .75. A smart irrigation controller with a rain shut off device will also be incorporated. Bark mulch will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Corona guidelines.

Sheet List Table

| Sheet Number | Sheet Title |
|---|---|
| L-1 | PROJECT AESTHETIC |
| L-2 | PROJECT AESTHETIC |
| L-3 | OVERALL LANDSCAPE PLAN |
| L-4 | PRELIMINARY PLANTING PALETTES |
| L-5 | CONDO ENLARGEMENT PLAN |
| L-6 | RETAIL PLAZA AND FOOD HALL PLAZA ENLARGEMENT PLANS |
| L-7 | CONCEPTUAL WALL AND FENCE PLAN |
| L-8 | WALL AND FENCE ELEVATIONS |

**WATER EFFICIENT LANDSCAPE WORKSHEET**

PROJECT: Skyline Village DATE: 12/14/2020

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ETo) 55.4
Conversion Factor 0.62

| Hydrozone # / Planting Description[a] | Plant Factor (PF) | Irrigation Method[b] | Irrigation Efficiency (IE)[c] | ETAF (PF/IE) | Landscape Area (sq. ft.) | ETAF x Area | Estimated Total Water Use (ETWU)[d] |
|---|---|---|---|---|---|---|---|
| **Regular Landscape Areas** | | | | | | | |
| Low water use plantings at Retail and Food Hall Plazas | 0.2 | Drip | 0.81 | 0.25 | 38523 | 9511 | 332,545 |
| Low water use plantings at Slope/Fuel Modification Areas | 0.2 | Drip | 0.81 | 0.25 | 161194 | 39801 | 1,391,761 |
| Moderately low water use plantings at Condos | 0.4 | Drip | 0.75 | 0.53 | 44,383 | 23572 | 824,762 |
| | | | | TOTALS | 244,100 | 72884 | 2,553,117 |
| **Special Landscape Areas** | | | | | | | |
| Turf areas parks/commons areas | | | | 1 | 8,028 | 8,028 | 315,691 |
| Irrigated w/ recycled water | | | | 1 | 0 | 0 | 0 |
| Water features | | | | 1 | 0 | 0 | 0 |
| | | | | TOTALS | 8,028 | 8,028 | 315,691 |
| | | | | | | ETWU Total | 2,867,808 |
| | | | | Maximum Allowed Water Allowance (MAWA)[e] | | | 5,010,320 |

MAWA

ETAF for residential areas is .55 or .45 for commercial areas

| MAWA = | (ETo * | Conv Factor * | ((ETAF | * | LA)) | + | (1-ETAF) | * | SLA)) |
|---|---|---|---|---|---|---|---|---|---|
| | 55.4 | 0.62 | 0.55 | | 253,128 | | 0.45 | | 8,028 |
| MAWA= | 5,010,320 | | | | | | | | |

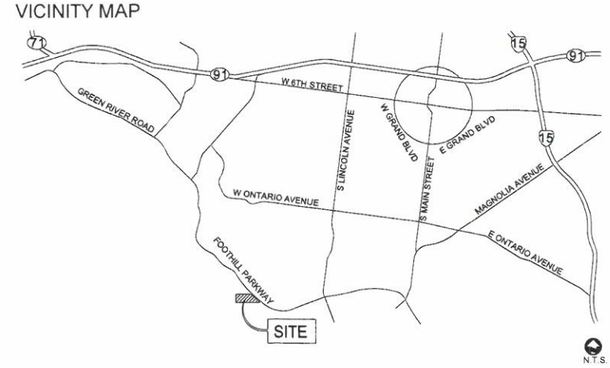
ETAF Calculations

| Regular Landscape Areas | |
|---|---|
| Total ETAF x Area | 72,884 |
| Total Area | 244,100 |
| Average ETAF | 0.30 |

| All Landscape Areas | |
|---|---|
| Total ETAF x Area | 82,012 |
| Total Area | 253,128 |
| Sitewide ETAF | 0.32 |

Average ETAF for Regular Landscape Areas must be 0.55 or better for residential areas and 0.45 or better for non-residential areas.

VICINITY MAP




# SKYLINE VILLAGE

SEE SHEET L-4 FOR PLANTING LEGENDS

L-3

NORTH 0' 40' 80' 120'

# OVERALL LANDSCAPE PLAN

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

EXHIBIT 3.G

## CONDO PLANTING PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
|---|---|---|---|---|
| | CUPRESSUS SEMPERVIRENS<br>ITALIAN CYPRESS | 24"BOX | L | |
| | GINKGO BILOBA<br>MAIDENHAIR TREE | 60"BOX | M | |
| | LAGERSTROEMIA INDICA 'PURPLE TOWER'<br>PURPLE TOWER CRAPE MYRTLE | 48"BOX | M | |
| | LAURUS NOBILIS<br>BAY LAUREL | 36"BOX | M | |
| | OLEA EUROPAEA 'SWAN HILL' TM<br>SWAN HILL OLIVE | 16 X 16 FIELD GROWN | L | |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L | |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L | |
| | RHUS LANCEA<br>AFRICAN SUMAC | 15 GAL | L | |
| | WASHINGTONIA ROBUSTA<br>MEXICAN FAN PALM | 18' BTH | L | |
| SHRUBS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
| | AGAVE ATTENUATA<br>FOXTAIL AGAVE | 5 GAL | L | |
| | ALOE STRIATA<br>CORAL ALOE | 1 GAL | L | |
| | BULBINE FRUTESCENS<br>STALKED BULBINE | 1 GAL | L | |
| | DIANELLA TASMANICA 'SILVER STREAK'<br>SILVER STREAK FLAX LILY | 5 GAL | M | |
| | LAVANDULA STOECHAS 'OTTO QUAST'<br>SPANISH LAVENDER | 5 GAL | L | |
| | LIGUSTRUM JAPONICUM 'TEXANUM'<br>WAX LEAF PRIVET | 15 GAL | M | |
| | MYRTUS COMMUNIS 'COMPACTA'<br>DWARF MYRTLE | 15 GAL | M | |
| | OLEA EUROPAEA 'LITTLE OLLIE' TM<br>LITTLE OLLIE OLIVE | 15 GAL | L | |
| | PHLOMIS FRUTICOSA<br>JERUSALEM SAGE | 5 GAL | L | |
| | ROSA X 'NOASCHNEE' TM<br>FLOWER CARPET WHITE GROUNDCOVER ROSE | 5 GAL | M | |
| | SALVIA CHAMAEDRYOIDES<br>MEXICAN BLUE SAGE | 5 GAL | L | |
| | SALVIA GREGGII 'ALBA'<br>WHITE TEXAS SAGE | 5 GAL | L | |
| GROUND COVERS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | SPACING |
| | ROSMARINUS PROSTRATUS<br>PROSTRATE ROSEMARY | 5 GAL | L | 36" o.c |
| | SENECIO MANDRALISCAE<br>BLUE FINGER | 1 GAL | L | 30" o.c |

## RETAIL/FOOD HALL PLAZAS PLANTING PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
|---|---|---|---|---|
| | ARBUTUS X 'MARINA'<br>ARBUTUS MULTI-TRUNK | 36"BOX | M | |
| | CERCIS OCCIDENTALIS<br>WESTERN REDBUD MULTI-TRUNK | 15 GAL | L | |
| | CITRUS X LIMON 'IMPROVED MEYER'<br>MEYER LEMON | 24"BOX | M | |
| | LAGERSTROEMIA INDICA 'PURPLE TOWER'<br>PURPLE TOWER CRAPE MYRTLE | 48"BOX | M | |
| | PARKINSONIA X 'DESERT MUSEUM'<br>DESERT MUSEUM PALO VERDE | 36"BOX | L | |
| | PLATANUS RACEMOSA<br>CALIFORNIA SYCAMORE | 72"BOX | M | |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L | |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L | |
| SHRUBS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
| | BOUTELOUA GRACILIS 'BLONDE AMBITION'<br>BLONDE AMBITION BLUE GRAMA | 1 GAL | L | |
| | HESPERALOE PARVIFLORA<br>RED YUCCA | 5 GAL | L | |
| | MUHLENBERGIA CAPILLARIS 'REGAL MIST' TM<br>REGAL MIST PINK MUHLY GRASS | 5 GAL | L | |
| | MUHLENBERGIA DUBIA<br>PINE MUHLY | 5 GAL | L | |
| | ROSMARINUS OFFICINALIS 'TUSCAN BLUE'<br>TUSCAN BLUE ROSEMARY | 5 GAL | L | |
| | STRELITZIA JUNCEA<br>NARROW-LEAFED BIRD OF PARADISE | 5 GAL | L | |
| GROUND COVERS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | SPACING |
| | CAREX TUMULICOLA<br>BERKELEY SEDGE | 1 GAL | L | 10" o.c |
| | PENNISETUM SPATHIOLATUM<br>SLENDER VELDT GRASS | 5 GAL | L | 12" o.c. |
| | SENECIO MANDRALISCAE<br>BLUE FINGER | 1 GAL | L | 30" o.c. |

## SLOPE / FUEL MODIFICATION PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
|---|---|---|---|---|
| | CERCIS OCCIDENTALIS<br>WESTERN REDBUD MULTI-TRUNK | 15 GAL | L | |
| | PLATANUS RACEMOSA<br>CALIFORNIA SYCAMORE | 24"BOX | M | |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L | |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L | |
| SHRUBS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | |
| | CISTUS X HYBRIDUS<br>WHITE ROCKROSE | 5 GAL | L | |
| | CISTUS X PURPUREUS<br>ORCHID ROCKROSE | 5 GAL | L | |
| | DODONAEA VISCOSA 'PURPUREA'<br>PURPLE LEAFED HOPSEED BUSH | 15 GAL | M | |
| | LEUCOPHYLLUM FRUTESCENS<br>TEXAS SAGE | 5 GAL | L | |
| | LEYMUS CONDENSATUS 'CANYON PRINCE'<br>CANYON PRINCE BLUE RYE | 5 GAL | L | |
| | SALVIA GREGGII 'ALBA'<br>WHITE TEXAS SAGE | 5 GAL | L | |
| SHRUB AREAS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | SPACING |
| | DUDLEYA PULVERULENTA<br>CHALK DUDLEYA | 5 GAL | L | 24" o.c. |
| GROUND COVERS | BOTANICAL / COMMON NAME | SIZE | WUCOLS | SPACING |
| | BACCHARIS PILULARIS 'PIGEON POINT'<br>COYOTE BRUSH | 1 GAL | L | 84" o.c. |

ARBUTUS X 'MARINA'

CERCIS OCCIDENTALIS

CITRUS X LIMON 'IMPROVED MEYER'

CUPRESSUS SEMPERVIRENS

GINKGO BILOBA

LAGERSTROEMIA INDICA 'PURPLE TOWER'

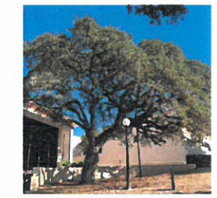
LAURUS NOBILIS

OLEA EUROPAEA 'SWAN HILL'

PARKINSONIA X 'DESERT MUSEUM'

PLATANUS RACEMOSA

QUERCUS AGRIFOLIA


QUERCUS DOUGLASII

RHUS LANCEA

WASHINGTONIA ROBUSTA

# SKYLINE VILLAGE

L-4

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## PRELIMINARY PLANTING PALETTES

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021

## LEGEND

1. 25 YARD JR. OLYMPIC SWIMMING POOL WITH 3 LANES AND PLAY AREA
2. SPA WITH ACCENT PAVING AND DECORATIVE BACKDROP WALL
3. FIRE PIT RELAXATION AREA WITH ACCENT PAVING
4. FIRE LOUNGE
5. INFORMAL TURF AREA
6. BOULDERS
7. STONE CLAD SEAT WALL
8. STONE PAVING
9. RESIDENTIAL ENTRY
10. ENHANCED PAVING AT RESIDENTIAL ENTRY
11. DOG PARK
12. 1/4 MILE WALKING LOOP
13. RESIDENTIAL ENTRY MONUMENT
14. RESIDENTIAL WAYFINDING MONUMENT
15. TOT LOT

# SKYLINE VILLAGE

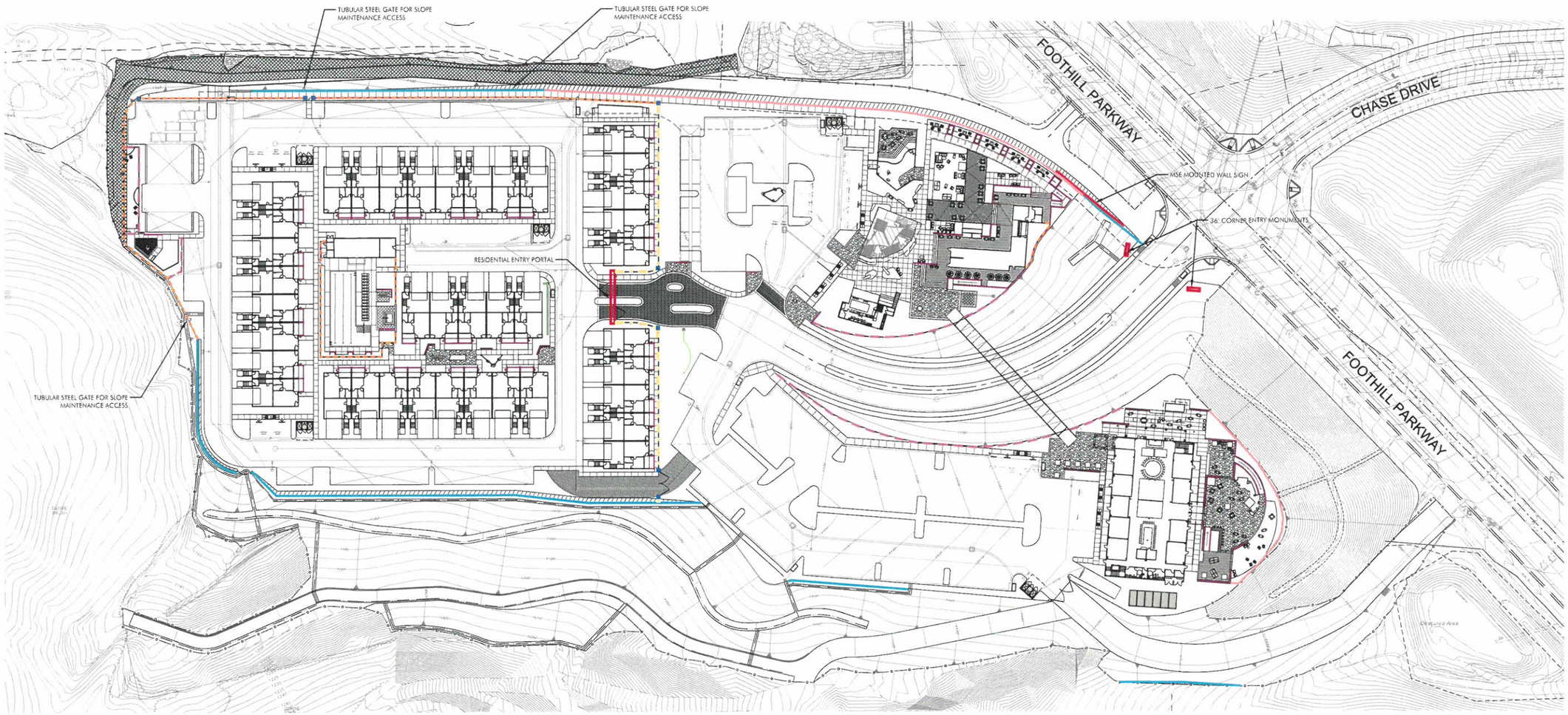
L-5

NORTH 0' 20' 40' 60'

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## CONDO ENLARGEMENT PLAN

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021




## LEGEND

- 78" SQ. STUCCO PILASTER
- 72" WIRE GUARD FENCE ABOVE MSE WALL
- 72" GLASS GUARD FENCE
- 42" TUBULAR STEEL FENCE
- 72" TUBULAR STEEL FENCE
- 72" STUCCO WALL W/ DECORATIVE CAP
- 24" - 36" VENEER SEAT WALLS / LOW WALLS
- 36" LIMESTONE VENEER ACCENT WALL
- ENTRY MONUMENTS - REFER TO CALLOUTS ABOVE

# SKYLINE VILLAGE

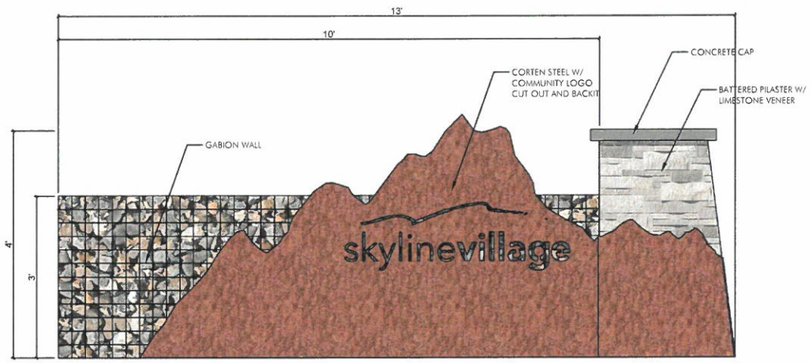
L-7

NORTH 0' 40' 80' 120'

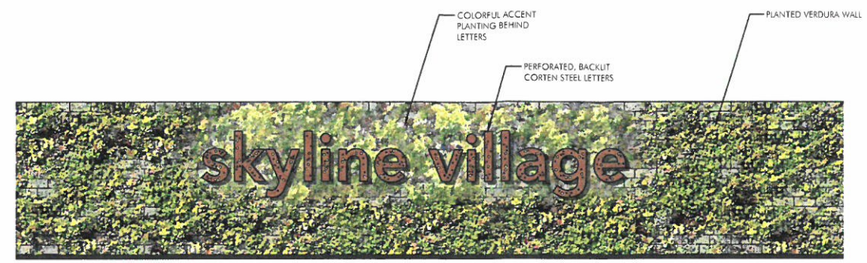
bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## CONCEPTUAL WALL AND FENCE PLAN

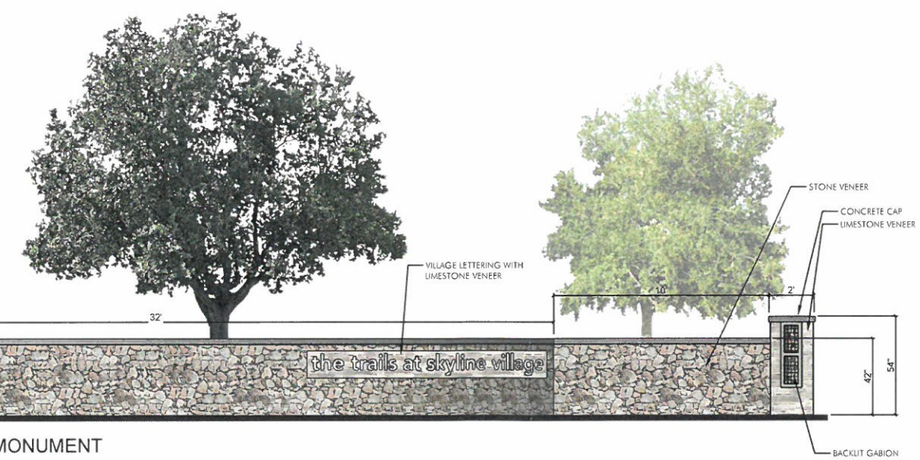
PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021



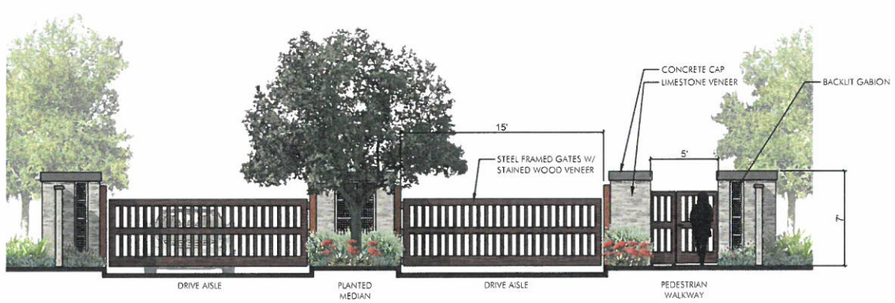

ENTRY MONUMENT AT CORNERS



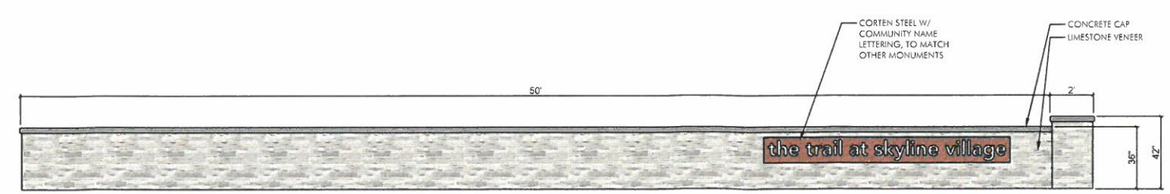

KEYSTONE WALL




RESIDENTIAL ENTRY MONUMENT




RESIDENTIAL GATED COMMUNITY ENTRANCE




RESIDENTIAL WAYFINDING MONUMENT

# SKYLINE VILLAGE

L-8

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## WALL AND FENCE ELEVATIONS

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021

BELGARD

# Anchor™ Planter Block

## Retaining Wall System

From colorful plants to climbing vines, the planter block softens the look of a retaining wall system by adding natural elements and vegetation. Planter blocks feature a large recessed space that is perfect for soil and plants. To keep the plants looking beautiful, a built-in channel is included to hold irrigation lines. Incorporate these versatile planter blocks into Vertica®, Vertica Pro® and Diamond Pro® retaining wall systems, or use them alone as a wall system.

**EXHIBIT 3.H**

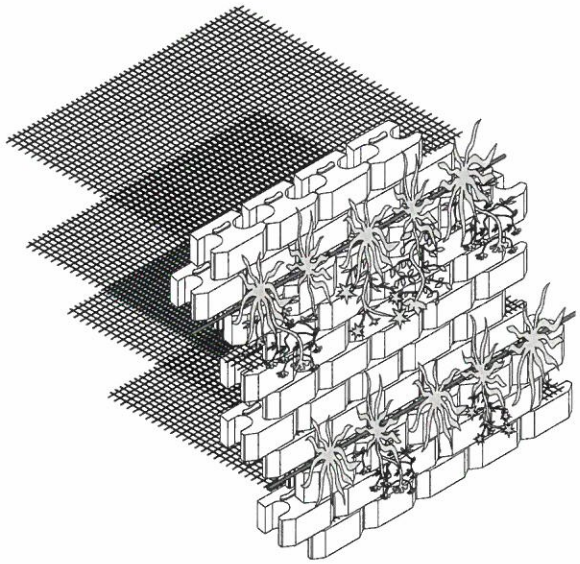
# Anchor™ Planter Block

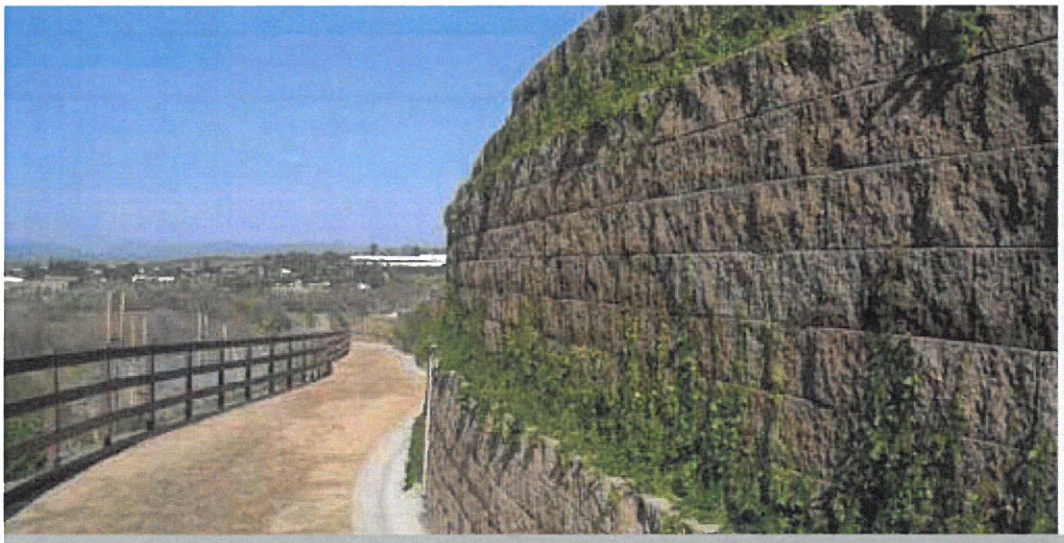
## Benefits of Anchor™ Planter Block:

- Incorporate these versatile planter blocks into Vertica®, Vertica Pro® and Diamond Pro® retaining wall systems, or use them alone for the entire wall

## Benefits by the numbers:

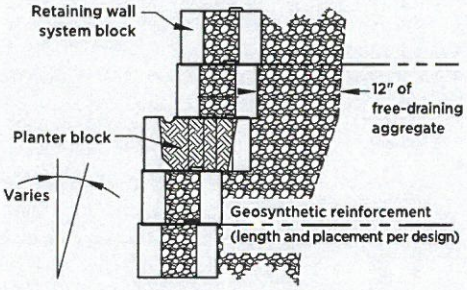
- Setback: 5¾"
- Approximate Weight: 95 lbs.*
- Coverage: 1.0 square feet

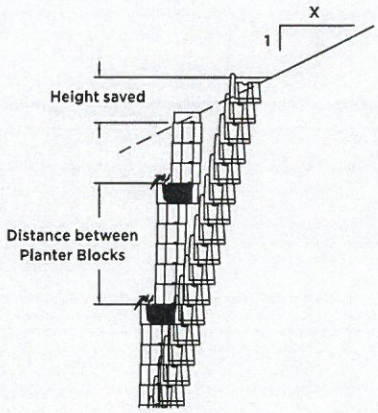




**Approximate Dimensions** (HxLxD)*

**Block**
8" x 18" x 16"




*Product dimensions are height by face length by depth. Actual dimensions and weight may vary from these approximate values due to variations in manufacturing processes. Contact your Belgard representative for details.*

Wall Innovations By

ANCHOR™ WALL SYSTEMS

BELGARD

Sierra an Oldcastle® company

10714 Poplar Avenue
Fontana, CA 92337

4202 Gibraltar Court
Stockton, CA 95206

For more info visit: www.belgardcommercial.com

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# NOVEMBER 11, 2020 - 6:30PM
# NEIGHBORHOOD INFORMATION MEETING

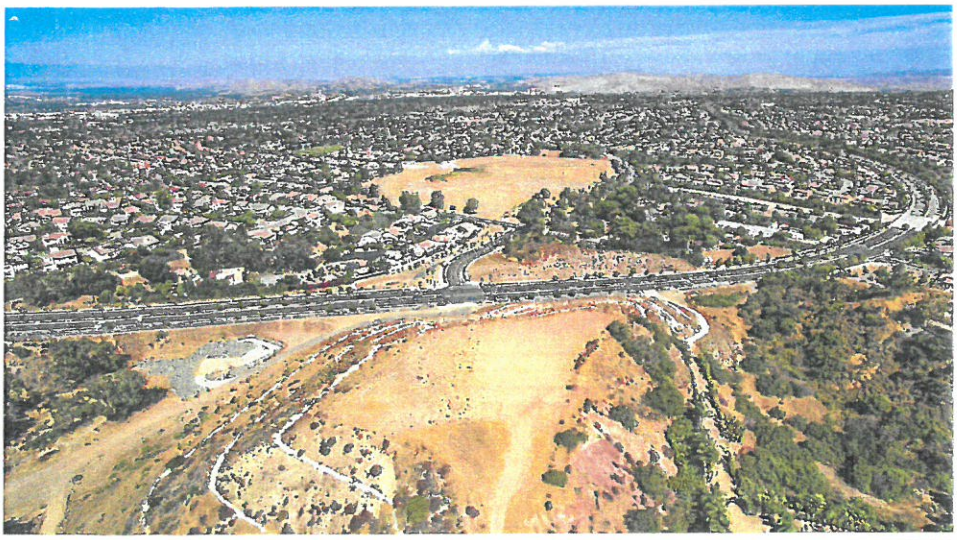
## Proposed Project "Skyline Village"

You are invited to learn more about the proposed development off Foothill/Chase road in south Corona. Please join us on our Covid-19 Friendly Zoom call on November 11th at 6:30pm for a presentation and questions/answer session about the new project.

Zoom Information_____

The proposed project is over 17 acres at the corner of Foothill & Chase and will be mixed-use commercial/residential. The commercial component will consist of a Food-hall that will host local Non-Franchised Eateries, Brew Pubs, Local Wine tasting, Day Spa, Coffee, Juice Bar, Bike Shop, Local Farmers Market Grocery/Deli, outdoor spaces with Firepits and creeks to enjoy our city and mountain view. The residential portion will consist of 78 rustic-modern designed Townhomes component with rooftop decks to take advantage of the amazing views.

skylinevillage



## Skyline Village

**Food Hall with Non-Franchised Eateries and Drinks**

**Corona's Very own Destination with city and mountain views**

**Rustic-modern Townhomes with roof top decks**

**Join us on November 11th at 6:30pm to find out more.**

**SKYLINE VILLAGE LLC**
110 N Lincoln Ave
Suite #202
Corona, CA 92882

skylinedrivevillage@gmail.com

**EXHIBIT 3.I**

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS

1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881
Tel: (951) 734-2130
Fax: (951) 734-9139
www.kwcengineers.com

April 9, 2021

City of Corona
Community Development Department
400 S. Vicentia Avenue
Corona, CA 92882

**Attention:** Sandra Yang, Senior Planner

**Regarding:** **CONDITIONAL USE PERMIT APPLICATION (TTM No. 37691)**
**(DPR 2020-0003, DPR 2020-0008)**

Ms. Yang,

On behalf of GF Investments, Inc., I would like to take this opportunity to provide you with the essential subdivision information which will assist you in your evaluation of this proposed development. This information is as follows:

A. Subdivision Development Plan

The Tentative Tract Map provides for the orderly subdivision of 17.02 acres of vacant land situated in the hills southwest of the City of Corona in Western Riverside County. The property was previously annexed into the City of Corona per LAFCO Annexation No. 2017-06-2, City Ordinance No. 3257, City Resolution 2017-005 and 2017-006. A Zone Change and General Plan Amendment will also be processed concurrently with the Tentative Tract Map application to modify the land designation to MDR Residential with density of 6-15 DU/AC and General Commercial (GC). The proposed zoning will be amended to zoning designation of R-3 Multifamily Residential and C-3 General Commercial.

The Development will consist of two lots comprising of a 8.07-ac Multi-family lot for Condominium purposes and a 8.95-ac Commercial Lot. For the Residential Lot, it is proposed to develop 78 units Residential Condo/Townhome units within the R-3 Multi-family zoning designation. The proposed residential project density of 9.66 du/ac. The multi-family lot will have a 1,400 sf pool and recreation building along with a small private dog park as amenities for the residential complex. The project development will be developed in two map recording phases but will be graded in one phase for earthwork balance purposes.

B. Site Plan Layout & Parking

The design concept for this gated community features a several multi-plex buildings clustered in the center of the residential lot and along the east portion of the lot. The residential site is access via a shared entry roadway across the Commercial lot off of Foothill Parkway leading to a private gated entrance at the east property line. Parking stalls and 28' drive aisles are provided around the site around outer perimeter. The 28' wide drive aisles will provide fire department access and turn around capabilities. A secondary emergency vehicle access drive is provided at the southeast corner of the lot and allows emergency personnel access in case the private gated entrance is blocked.

Located in the center of the lot is a recreation building and pool/BBQ area to residences to gather. Another amenity for the site is a small private dog park on the west property line. Pedestrian walkways are provided through the site to allow safe passage and access to open space areas on the north side.

The proposed residential site plan includes 195 parking spaces for 78 total units which is 2.5 spaces per unit. The 1-bedroom studio and 3-bedroom townhouse condo unit will have 79 designated covered parking and 38 uncovered shared guest/homeowner parking areas. Each of the townhouse condo units will have a 2-car garage on the first floor. In addition to the 195 parking stalls provided, the townhouse condo units are provided driveway space to park two additional vehicles as needed. This meets and exceeds the required parking per the City standard which would require 195 spaces.

C. Architectural Plan

There are two distinctive building configurations proposed for the residential site, more specifically an 8-Plex and a 5-Plex Building. For both the 8-Plex and 5-Plex buildings, the building will have three stories with a patio area on studio unit on the first floor and a roof deck terrace for the townhouse condo unit on the roof level. For each plex, there will be a 659 sf studio unit located on the first floor with an a 131 sf outdoor patio area. The first floor will also be the 2-car garage and entry foyer to the main 3-bedroom townhouse condo unit. The second and third floor will be the living space for the main unit totaling 2,347 sf. The main unit will also include a 1,157 sf outdoor roof deck terrace. The maximum building height proposed is 42 ft 2-inches. All the residential buildings will be are three stories and designed in upscale traditional New York/Brooklyn style condo with stone and wood trims. This style is stucco based with accents of stone, wood and steel as detailed architectural features. Health and wellness are important factors in this new community which has a thorough network of walkways, dog park, and outdoor space connecting to the centrally located active central Recreation Building and pool/BBQ area. All the homes will be equipped with Energy star appliances and pre-plumbed for solar panels. Additional energy saving design features will be determined during the design phase.

Located at the center of the site is a one-story 1,400 sf recreation building adjacent to a proposed 25 Yard Junior Olympic Swimming Pool with 3 lanes and play area. A Spa and fire pit relaxation area also provides residences with outdoor uses. A wide landscape paseo stocked with shrubs, plants, and ginkgo trees between the residential buildings provides additional outdoor seating and relaxation space.

D. Streets

The primary access to the site is from Foothill Parkway which runs along the easterly property line. Foothill Parkway is designated as a Secondary Highway with 72 feet of pavement within a 103 foot right-of-way. A private entry road is provided at the intersection of Foothill Parkway and Chase Drive which will lead into the commercial and multifamily lots. A 28 foot wide secondary emergency access road is provided to the southwest corner of the project that also connects to Foothill Parkway. All roadways and drive aisles shall be designed in accordance with City of Corona Standards and shall be provided in accordance with the Conditions of Approval for this project.

E. Landscaping & Irrigation

The site landscaping envisioned for the development incorporates various aesthetic elements embodying the historic citrus packing house industry of Corona bringing elements such as Citrus trees, wood, metal and rustic textures and blending it in with a more contemporary landscape setting. The landscape will consist of climate adaptive and appropriate low and medium water use planting selection. Plant materials has been chosen to provide site wide coverage, slope stabilization, parking lot shade and accentuate entries to the site. Maintenance and longevity of the plant material has been taken into consideration. Root panels and barriers will be provided on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to current City of Corona landscape guidelines.

The irrigation design will incorporate the latest in smart irrigation technologies. All new planter areas will include drip line. All planters will use drip line with an irrigation efficiency of 0.81. Slopes will use rotors with irrigation efficiency of 0.75. A smart irrigation controller with a rain shut off device will also be incorporated. Bark much will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Coronal guidelines.

F. Perimeter Fencing

The residential lot is gated and fully fence along the east, west, and northerly perimeters of the site providing a sense of privacy, protection, and safety for the residences in the complex. The site will be separated from the adjacent commercial center and provides limited access to the open space areas to the south, east, and north. The proposed perimeter fence will be 6 ft high tubular steel fence. Along the top of the MSE retaining walls at the southern toe of slope will be a 42-inch high wire guard fence.

G. Domestic Water

The Tentative Tract Map 37691 will be served by the existing Zone 5 (1380' HWL) water system. The project site will have two main connection points to the City's existing domestic water system via a tie-in to the existing 16-inch DIP at the main entry road and at the secondary emergency access road. The proposed site will require construction or upgrade of the proposed Zone 5 Booster Pump Station having a firm pumping capacity of 500 gpm and having a fire rated pump to meet commercial fire flow needs of the project development. The booster pump station will be located at the northwest corner of Foothill Parkway and Border Avenue. This project will be responsible for the fairshare cost of the Zone 5 Booster Pump Station.

Onsite water facilities shall be constructed within the site to provide domestic service to each lot via 8-inch and 12-inch pipelines while providing the necessary minimum water pressures and shall be designed in accordance with the City of Corona Department of Water and Power 2012 Design Policy. The onsite facilities will also provide an acceptable level of fire protection to the development.

H. Recycled Water

The landscaped HOA areas within Tentative Tract Map 37691 will be served by the existing Zone 3 (1380' HWL) recycled water system. The project site will have water meters stub out along Foothill Parkway from the City's existing 16-inch recycled water pipe. Onsite irrigation pipelines will bring the water into the project to irrigate the project's HOA and POA landscaped areas. No onsite recycled water mains are proposed for this project.

I. Sanitary Sewer

The Tentative Tract Map 37691 is proposing a network of onsite 8-inch gravity sewer lines that will collect and convey the project's sewer flows to the City of Corona's existing sewer system to be treated. The projects sewer flows are tributary to the City's WWTP #1 located north of the project site at Railroad Street and Smith Avenue via the existing Sewershed 14 trunk sewer system. The proposed 8-inch gravity sewer will connect to the existing sewer trunk system at Trudy Way.

Onsite gravity sewer lines shall be constructed within the site to provide sewer service to each lot and shall be designed in accordance with the City of Corona Department of Water and Power 2012 Design Policy.

J. Storm Drainage

There is one existing canyon/ravine that run across the project site along the northerly property line. This canyon is shown as blue line streams according to the USGS Quad Maps and is unnamed. The tributary drainage to this stream is approximately 311 acres and currently drains to the Kroonen Canyon Channel and Oak Street Debris Basin located near Chase Drive and Mangular Avenue. This stream is proposed to be left natural but modifications will be made to the southerly channel embankment slope to channelize the streambed as part of the development grading. A system of storm drain pipes are proposed to collect and convey the runoff across the site to the designated discharge points along this existing channel. The channel drains to an existing headwall inlet and underground storm drain system at the east side of Foothill Parkway. This existing storm drain line drains to the Oak Street Debris Basin located east of the project.

The project hydrology and storm drain system will be designed in accordance with recent City of Corona and Riverside County Flood Control & Water Conservation District's design requirements. The onsite storm drain pipes, laterals, catch basins, and inlet and outlet structures are to be publicly maintained by the City of Corona.

Thank you for your time and consideration. Please feel free to contact me via e-mail or on my cell at 951-901-5405.

Sincerely,

Mike C. Taing, P.E.
Director of Engineering

Enclosure

# *CITY OF CORONA*
# *MITIGATED NEGATIVE DECLARATION*

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2020-0003:** General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**CZ2020-0002:** Change of Zone application to change the zoning on 17.02 acres from A (Agricultural) to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**TTM 37691:** Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**PP2020-0005:** Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**CUP2020-0001:** Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk:

_____

**EXHIBIT 4**

# CITY OF CORONA
# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
# FOR THE
# SKYLINE VILLAGE MIXED-USED PROJECT

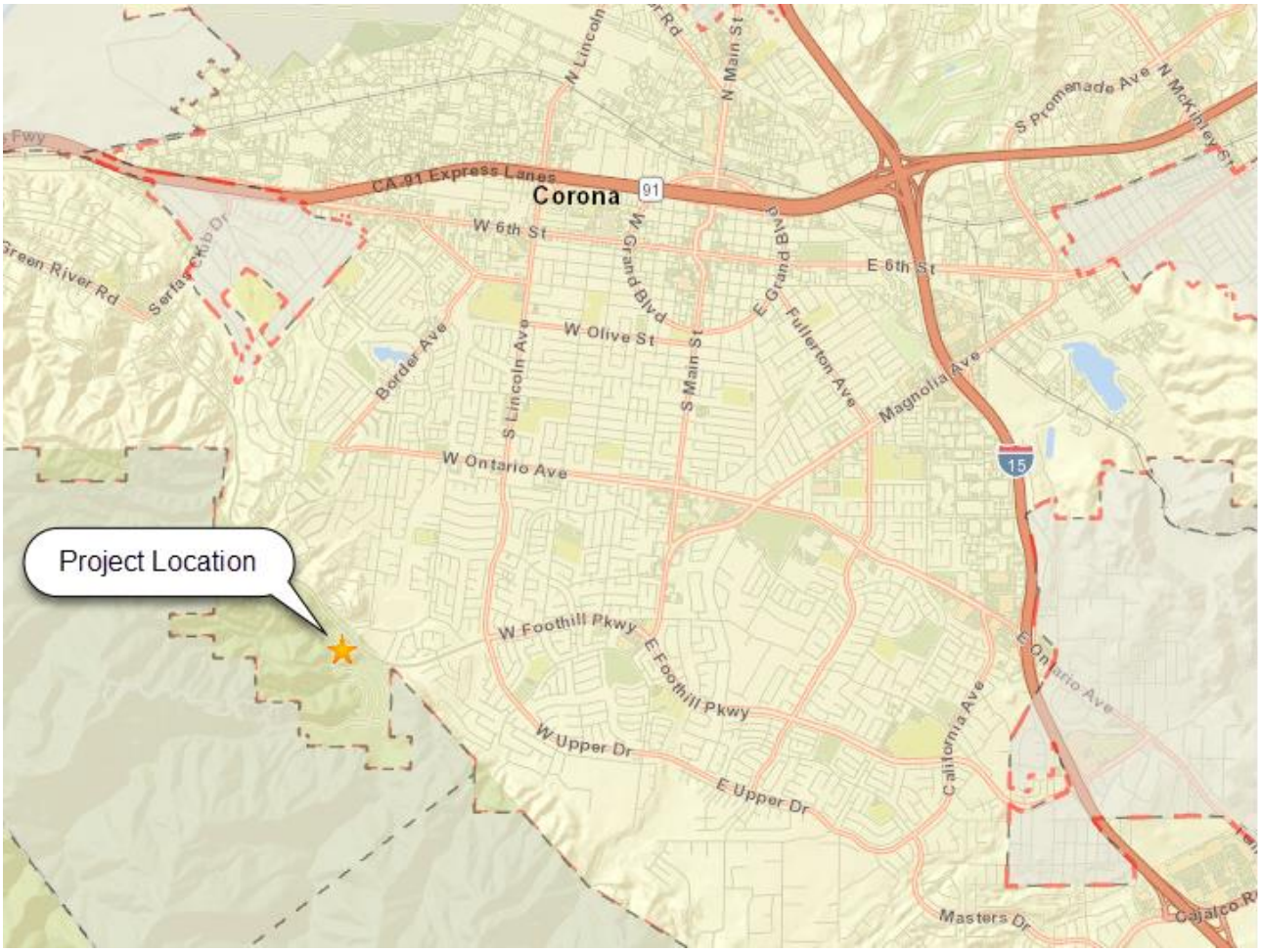
**PROJECT TITLE:** Skyline Village

- General Plan Amendment 2020-0003 (GPA2020-0003)
- Change of Zone 2020-0002 (CZ2020-0002)
- Tentative Tract Map 37691 (TTM 37691)
- Precise Plan 2020-0005 (PP2020-0005)
- Conditional Use Permit 2020-0001 (CUP2020-0001)

**PROJECT LOCATION:** North of Trudy Way, southwest of Foothill Parkway and Chase Drive, in the City of Corona, County of Riverside (APNs 275-050-014 and 275-080-041)

**PROJECT PROPONENT:** Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

**PROJECT MAPS:**



**PROJECT DESCRIPTION:** The project is a commercial and residential horizontal mixed-use development proposed on 17.02 acres generally located near the southwesterly limits of the City of Corona. The project site is comprised of two vacant parcels (APNs 275-050-014 and 275-080-041), which are located on the southwest side of Foothill Parkway at Chase Drive. The project proposes to construct a gated residential condominium development consisting of 78 dwelling units on the west half of the project site over 8.07 acres. The condominium complex includes three story attached units, a 1,400 square foot pool/recreation building, parking, and private amenities. The commercial portion will occupy the east half of the project site over 8.95 acres and includes 25,715 square feet of commercial/retail and food space.

The project requires the construction of two retaining walls that are necessary in order to create level pads for the development. One wall is located along the site's north perimeter and ranges from approximately four (4) feet to thirty (30) feet in height. The second retaining wall is located along the southwesterly perimeter of the site and ranges from approximately three (3) feet to twenty (20) feet in height.

The project will have vehicular access from Foothill Parkway via an easement that is designed as a 54-foot wide private road. The private road will be aligned with Chase Drive to create a four-way signalized intersection.

The current zoning of the project site is Agricultural, which permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. Per the City of Corona 2020-2040 General Plan, the general plan designation of the project site LDR (Low Density Residential), which permits residential density ranging from 3-6 dwelling units per acre (du/ac). The project requires a change of zone and a general plan amendment to allow for multi-family residential and commercial uses on the project site. The proposed zoning is R-3 (Multiple Family Residential) for the residential portion (8.07 acres) and C-3 (General Commercial) for the commercial portion (8.98 acres). The proposed general plan designation is MDR (Medium Density Residential), which permits residential density ranging from 6-15 du/ac. The residential development results in a density of 9.6 du/ac, which falls within the MDR's density

range of 6-15 du/ac.

The project also includes the subdivision of the project site into two parcels. Proposed Lot 1 is 8.95 acres and will be occupied by the commercial development. Proposed Lot 2 is 8.07 acres and will be occupied by the 78 residential units. The residential development requires a Conditional Use Permit per the R-3 zone, and the commercial development requires a Precise Plan per the C-3 zone. The project will be developed in one phase. The following summarizes the entitlements that are being requested by the applicant.

- **GPA2020-0003:** GPA2020-0003 is a General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres,

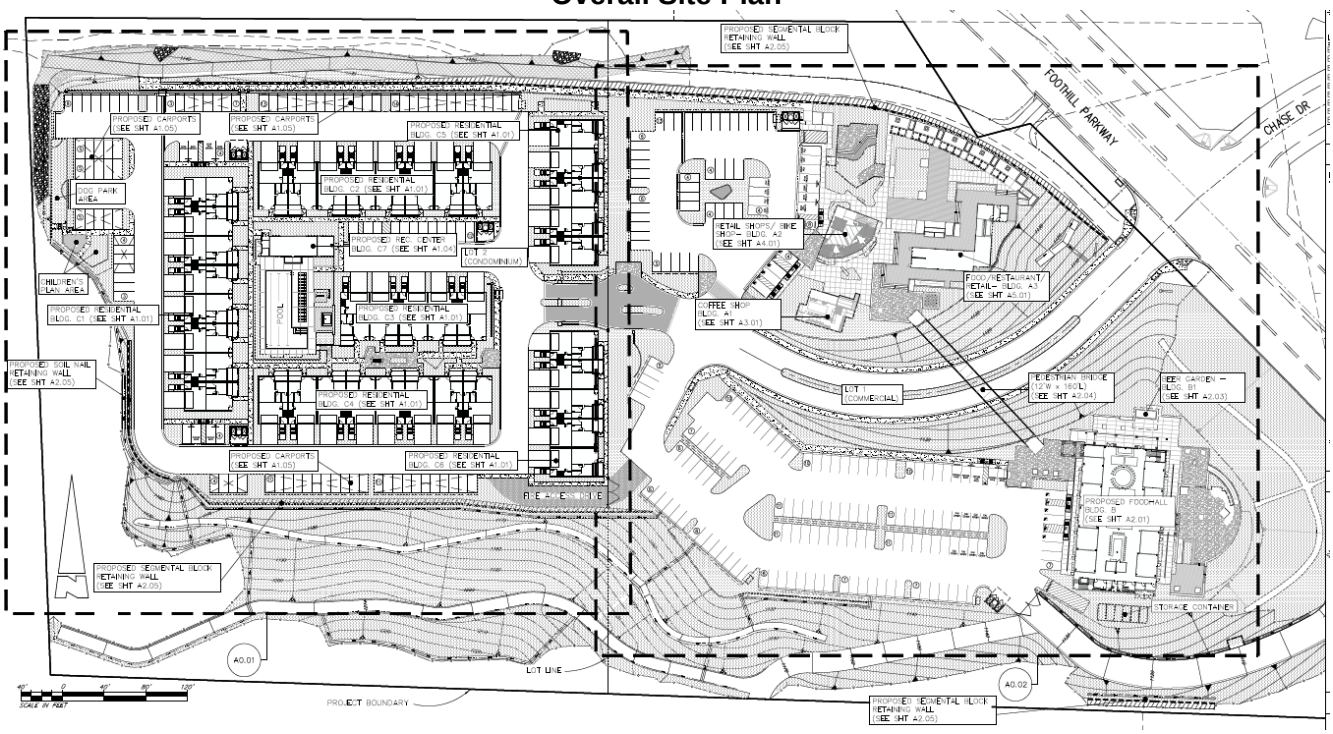
- **CZ2020-0002:** CZ2020-0002 is a Change of Zone application to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **TTM 37691:** TTM 37691 is a Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone.

- **PP2020-0005:** PP2020-0005 is a Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone.

- **CUP2020-0001:** CUP2020-0001 is a Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone.

**Overall Site Plan**




Residential (8.07 acres) Commercial (8.95 acres)

**ENVIRONMENTAL SETTING:**

**Site Description:** The project site is located within the foothills of the Cleveland National Forest and has frontage on Foothill Parkway. The project site is currently vacant and has a graded ridgetop that is approximately 1,255 feet above mean sea level (msl) and an approximately 130-foot high slope with associated terrace drains bordering the graded ridgetop. A paved path leads onto the site from Foothill Parkway, which transitions to a dirt path near the northern perimeter of the site. A second paved access road is located along the southerly perimeter, which leads from Foothill Parkway to the neighboring property to the south. A drainage inlet is located at the northeasterly corner of the site. The site is covered by annual weeds, trees, shrubs, and debris. The current improvements on the site were established in approximately 1985.

**Site Surroundings**: The project site is surrounded by the Cleveland National Forest to the west, a commercial plant nursery to the south, with a single family residential development located south of the nursery. Foothill Parkway borders the northeast perimeter of the project site. Located beyond Foothill Parkway to the north, east, and southeast of the project site are single family residential developments.

**GENERAL PLAN \ ZONING:**

**General Plan:** The current general plan designation of the project site is LDR, which permits a residential density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the general plan land use map to change 8.07 acres of the project site to MDR, which permits a residential density ranging from 6-15 du/ac. The residential development that is being proposed on the project site yields a density of 9.6 du/ac, which falls within the MDR's density range of 6-15 du/ac. Additionally, 8.95 acres is being amended to General Commercial to accommodate the commercial uses planned on the site.

**Zoning:** The current zoning of the project site is A (Agricultural), which primarily permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 (Multiple Family Residential) to allow for the development of residential condominiums. The remaining balance of 8.95 acres, which are located on the eastern half of the project site, would be changed to C-3 to allow for the development of commercial uses.

**STAFF RECOMMENDATION:**
The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ☐ Land Use Planning
- ☐ Population and Housing
- ☒ Geologic Problems
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☒ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance
- ☐ Energy
- ☐ Wildfire

Date Prepared: June 15, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951)279-3553

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (CDFG, USFWS, Redev. Projects)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ Other_____

**UTILITY DISTRIBUTION**

_____Southern California Edison

Southern California Edison
Adriana Mendoza-Ramos, Esq.
Region Manager, Local Public Affairs
1351 E. Francis St.
Ontario, CA 91761

Southern California Edison
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA*

*Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| **1. LAND USE AND PLANNING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

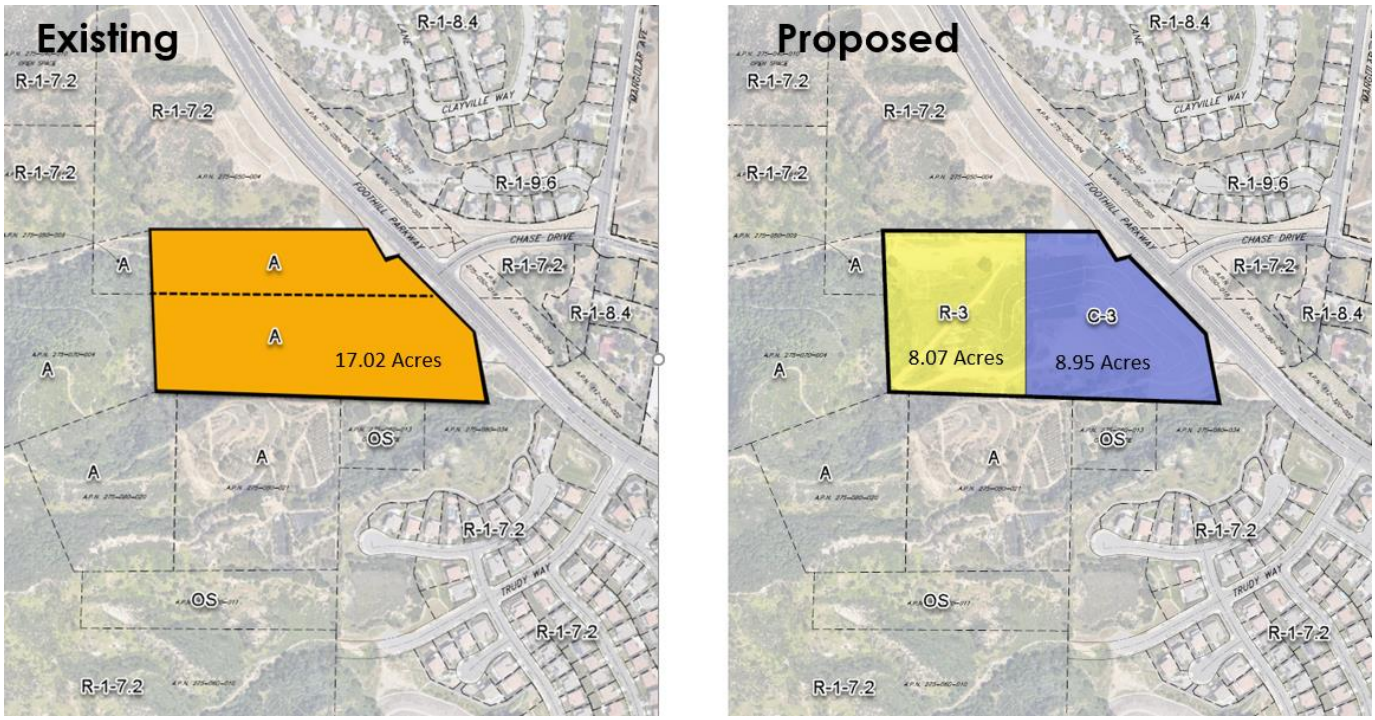
**Discussion:**

a. Per the City of Corona Zoning Map, the two parcels within the project site are currently zoned Agricultural, which permits primarily agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 to allow for the development of residential condominium homes. The remaining 8.95 acres located on the eastern half of the project site would be changed to C-3 to allow for the development of commercial uses. Refer to Figure 1.

Per the City of Corona 2020-2040 General Plan, the general plan designation of the two parcels is LDR, which permits residential development to occur at a density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the General Plan land use map to change the site's general plan designation to MDR, which permits a residential density ranging from 6-15 du/ac. The 78 residential units proposed on the western 8.07 acres of the project site would yield a density of 9.66 du/ac, which falls within the MDR's density range of 6-15 du/ac. Refer to Figure 2.

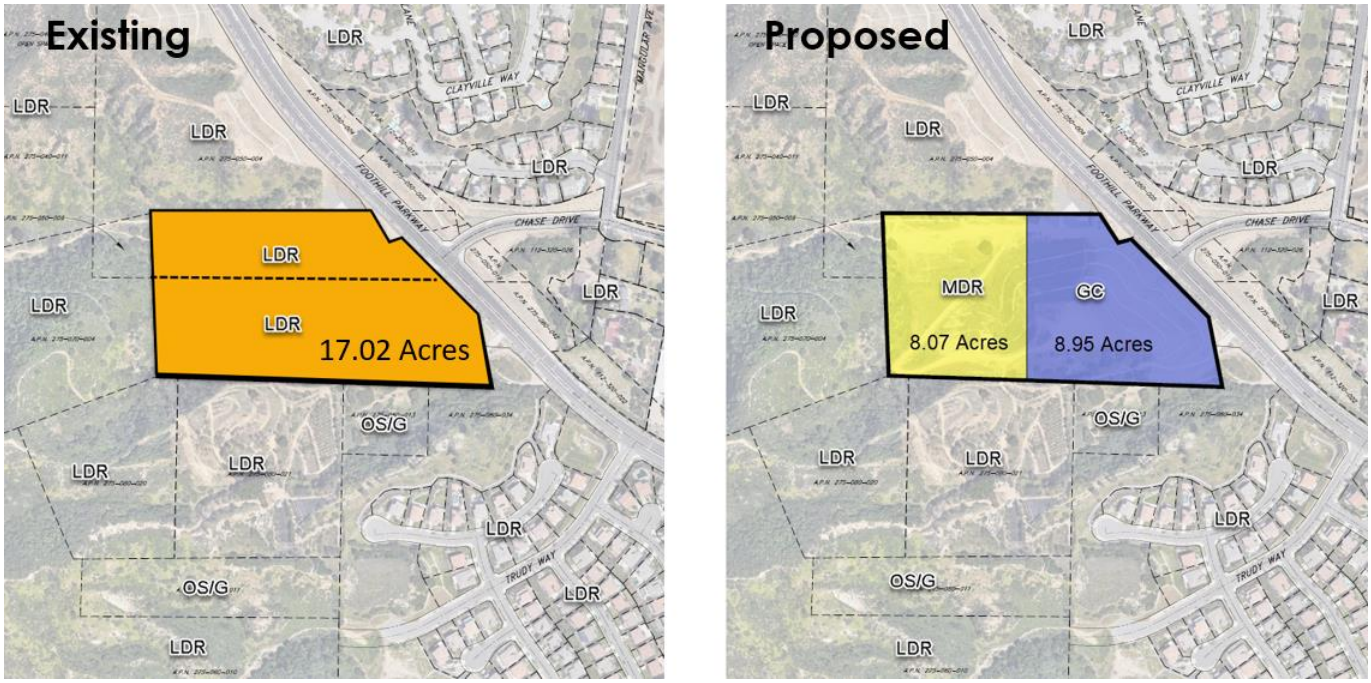
The project's proposed change of zone and general plan amendment applications would bring the project site's zoning and general plan designation into conformance with the land uses that are proposed for the project site. Therefore, the project would not conflict with the city's land use plans or policies. No impact would occur.

**Figure 1: Change of Zone Proposal**




Legend
A: Agricultural
OS: Open Space
C-3: General Commercial
R-1-7.2: Single Family Residential, 7,200 minimum lot size
R-1-8.4: Single Family Residential, 8,400 minimum lot size
R-1-9.6: Single Family Residential, 9,600 minimum lot size
R-3: Multiple Family Residential

**Figure 2: General Plan Amendment Proposal**




Legend
GC: General Commercial
LDR: Low Density Residential, 3-6 du/ac
MDR: Medium Density Residential, 6-15 du/ac
OS/G: Open Space/General

b. The surrounding land uses are primarily residential and open space. There is an agricultural use consisting of a commercial nursery located on property that borders the south side of the project site. Foothill Parkway and open space separate the project site from existing single family residential developments that are located to the north and east of the project site. The nursery and open space separate the project site from an existing single family residential development that is located southeast of the project site. Bordering the project site to the north is an undeveloped parcel that is part of an approved single family residential subdivision consisting of 292 lots on 291 acres (TTM 36544, Skyline Heights). The undeveloped parcel will remain as open space, as no dwellings are actually planned within this area. The 292 lots are located farther west of the project site. Bordering the west side of the project site are two undeveloped parcels that are currently zoned Agricultural. There is currently no approved or pending development on these two parcels. Any future development proposed on the two parcels would need to be analyzed and likely involve a change of zone and general plan amendment. Furthermore, the project footprint is significantly lower (by over 30 feet) in elevation than the two parcels to the west. This difference in elevation creates a physical buffer between the project site and any future development that may occur on the adjacent western parcels. No impact would occur.

c. As discussed under Section 1.b, the project site is surrounded by Foothill Parkway, natural hillsides, open space, and a nursery. Therefore, the project would not physically divide an established community, and no impact would occur.

| **2. POPULATION AND HOUSING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The existing LDR General Plan designation on the project site enables 3-6 du/ac. GPA2020-0003 proposes to change the General Plan designation to MDR, which would permit density ranging from 6-15 du/ac. The 78 residential units proposed on the project site would yield a density of 9.66 du/ac which would not exceed the maximum allowable density of 15 du/ac under the proposed MDR designation. Development of the 78 residential units would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for buildout year 2040 because

buildout of the City is not linked to a development timeline and is based on a reasonable worst-case buildout of the parcels in the City. Not all parcels will be developed by buildout Year 2040. Therefore, no impact would occur and no mitigation is required.

b. Development of the proposed project will not result in the displacement of substantial numbers of existing housing or people because both properties are currently vacant. Therefore, there would be no impacts and no mitigation is required.

| **3. GEOLOGIC PROBLEMS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☒ | ☐ | ☐ |
| b. Grading of more than 100 cubic yards | ☐ | ☒ | ☐ | ☐ |
| c. Grading in areas over 10% slope | ☐ | ☒ | ☐ | ☐ |
| d. Substantial erosion or loss of topsoil | ☐ | ☒ | ☐ | ☐ |
| e. Unstable soil conditions from grading | ☐ | ☒ | ☐ | ☐ |
| f. Expansive soils | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. LGC Consultants prepared a Geologic Fault Hazard Evaluation (dated July 16, 2020) and Geotechnical Investigation Report (dated July 16, 2020) for the project. Per the Geologic Fault Hazard Evaluation, a portion of the project site is located within an Alquist-Priolo Fault Zone and a Riverside County Earthquake Fault Zone for the Elsinore Fault. LGC conducted a field evaluation of the site and trenching in various locations within the site was done as part of the investigation. Faulting associated with the Tin Mine fault was located trending generally east-west through the site. However, no evidence of active faulting was observed in artificial fill soils overlying localized fault traces. Review of aerial imagery did not show geomorphic fault features associated with either splay of the Tin Mine fault transecting the site. With the absence of Holocene aged topsoil, LGC Consultants could not concluded that the fault is inactive or potentially active. However, with no lineaments observed that could indicate potential activity, LGC Consultants concluded that the Tin Mine fault is not active. Based on their evaluation and previous trenching, no structural setback zones were recommended for this fault. Furthermore, LGC did not identify any landslides that would impact the site. The potential for liquefaction is not considered a possibility.

The project will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the project is required to comply with the engineering recommendations in the Updated Geologic Fault Hazard Evaluation and the Geotechnical Investigation Report. Compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. **[MM 3-A]**

b. The project would involve grading of more than 100 cubic yards. According to the project's conceptual civil plans prepared by KWC Engineers, grading on the project site would cut approximately 545,900 cubic yards, while fill taking place would comprise of approximately 91,000 cubic yards. **MM 3-A** already requires the project applicant to comply with the engineering recommendations in the project's Geotechnical Investigation Report. This would reduce impacts to less than significant, and no further mitigation is warranted.

c. Grading would occur in areas over 10% slope. However, compliance with **MM 3-A** would reduce impacts related to this issue to less than significant. Therefore, no further mitigation is warranted.

d. Inclement weather may cause rapid erosion during mass grading and/or construction. LGC recommends that proper erosion and drainage control measures should be taken during periods of inclement weather in accordance with City of Corona, Riverside County, and California State requirements. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the applicant is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to erosion to less than significant. No further mitigation is required.

e. Any proposed fill slopes constructed at a 2:1 horizontal to vertical (h:v) orientation or flatter should be grossly stable. Portions of any proposed cut slopes may expose low-density, compacted artificial fill as well as significant layers of relatively non-cohesive alluvium deposits which will likely require stabilization by over-excavation and replacement with compacted fill. LGC recommends that during the grading plan review stages, a detailed slope stability investigation and analysis be required to evaluate the stability and buttress design for the 75 ± foot high north facing cut slope along the southern property line. This recommendation is part of the engineering recommendations in the Geotechnical

Investigation Report, which the project is required to comply with. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

f. Results of preliminary laboratory tests conducted by LGC indicate that the onsite soil materials exhibit expansion potentials of VERY LOW in accordance with 2019 CBC, Chapter 18. LCG recommends that expansive soil conditions at the near surface finish grade soil should be evaluated and tested for individual building pads on a pad-by-pad basis during and at the completion of rough grading to verify and/or modify the anticipated conditions. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the project is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

**Mitigation Measures:**

**MM 3-A** Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020).

| **4. HYDROLOGY AND WATER QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☒ | ☐ |
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. A preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared for the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basin throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

b. Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

c. A Preliminary Hydrology Report was prepared by KWC Engineers, dated December 2020, to evaluate potential effects of runoff for the proposed project. The proposed project will not significantly alter drainage patterns on the site. The project

will add approximately 8 acres of impervious area, which is about 46% of the total site area in the form of rooftops, driveways, sidewalks, paved areas, and streets. The project is designed so that stormwater runoff will be collected within several catch basins proposed on-site before the runoff is released appropriately into the city's storm drain system.

The project proposes to generally maintain the existing drainage boundaries in the proposed condition. There are four (4) drainage areas in the proposed conditions.

- **Area A** – In the existing condition, Area A drains in a northeasterly and easterly direction towards Kroonen Channel to an inlet and storm drain system at Foothill Parkway. In the proposed condition, the site would be graded to maintain consistency with the existing drainage course.

- **Area B** – In the existing condition, there is a small area of street and manufactured slope runoff that drains to existing inlets at Foothill Parkway and Chase Drive and conveyed downstream in a storm drain system. In the proposed condition, the same drainage area is collected in new catch basins that are proposed for the project and conveyed downstream in the same storm drain system.

- **Area C** – In the existing conditions, there is a small area of street and manufactured slope runoff that drains southerly to an existing catch basin in Foothill Parkway located just south of the project site and conveyed downstream in a storm drain system.

- **Area D** – Drainage Area D is tributary to an existing natural canyon south of the project site in both the existing and proposed condition. This canyon drains to an existing debris basin and inlet located at the southeast corner of the project site where it is collected and conveyed downstream in an existing storm drainpipe.

In comparison between the Existing and Proposed drainage patterns, Drainage Areas B, C, and D will have peak flows that are less than the peak flows in the existing condition. Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. Overall, the project's design will result in the appropriate collection and conveyance of stormwater to ensure that the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage patterns would be less than significant and no mitigation is required.

**Table 4-A: Existing and Proposed Flow Rates**

| Area | Existing Area (ac) | Proposed Area (ac) |
|---|---|---|
| A | 30.80 | 33.11 |
| B | 3.01 | 2.90 |
| C | 4.73 | 2.79 |
| D | 16.53 | 16.34 |
| Total | 55.07 | 55.14 |

**Table 4-B: Peak Flow Comparison**

| Drainage Area | Existing $Q_{10}$ (cfs) | Proposed $Q_{10}$ (cfs) | $Q_{10}$ % Change | Existing $Q_{100}$ (cfs) | Proposed $Q_{100}$ (cfs) | $Q_{100}$ % Change |
|---|---|---|---|---|---|---|
| A | 472.50 | 476.63 | 0.88% | 766.90 | 773.45 | 0.85% |
| B | 6.44 | 3.55 | -44.88% | 10.04 | 5.50 | -45.22% |
| C | 8.14 | 5.17 | -36.49% | 12.71 | 8.14 | -35.96% |
| D | 30.37 | 30.05 | -1.05% | 48.38 | 49.08 | 1.45% |

d. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

e. Per the Geotechnical Investigation report, the presence of groundwater is approximately 23 miles away from the general site area at approximately 198 feet below the existing ground surface. Therefore, development of the project site would not impact groundwater quality and no mitigation is warranted. See Sections 4.a and 4.c. for discussions regarding the project's impacts to surface water quality.

f. See discussions under Section 4.d

g. See discussions under Section 4.d.

h. As discussed under Section 4.c, the project is designed to ensure that the runoff generated by the project can be intercepted and conveyed to the existing off-site storm drain system in a safe and nondestructive manner, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the development of the project site would not result in exceeding the capacity of the city's storm drain system and no mitigation is warranted.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☒ | ☐ |
| b. Violate air quality standard | ☐ | ☒ | ☐ | ☐ |
| c. Net increase of any criteria pollutant | ☐ | ☒ | ☐ | ☐ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

An Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021) was prepared for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

b. See discussion under Section 5.c.

c. The Air Quality & Greenhouse Gas Impact Study analyzed short-term (construction) and long-term (operation) air impacts associated with the proposed project. The following discusses the proposed impacts.

<u>Short-term Impacts</u>
Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 18 months. The project is expected to be fully operational by the year 2022. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. The project is expected to haul a total of 400,000 cubic yards of earth work off-site during the grading phase. Construction equipment would include excavators, graders, dozers, scrapers, tractors, an water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of VOC, CO, $NO_X$, $SO_2$, $PM_{10}$, and $PM_{2.5}$. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, except for $NO_X$. In order to bring $NO_X$ emissions below SCAQMD's threshold for $NO_X$, the project

would need to implement **Mitigation Measures 5-A and 5-B [MM 5-A and MM 5-B]**. This includes the use of construction equipment with Tier 4 low emission engines and limiting the amount of materials that are being hauled off-site to 200 truckloads per day or less. With implementation of MM-2 and MM-3, daily $NO_X$ emissions would be reduced below SCAQMD thresholds. Refer to Table 5-B.

**Table 5-A: Project Short-term (Construction) Daily Emissions - Unmitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.97 | 40.55 | 21.82 | 0.04 | 9.16 | 5.73 |
| Grading | 12.82 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| Building Construction | 2.81 | 22.69 | 23.57 | 0.06 | 3.17 | 1.51 |
| Paving | 1.89 | 11.16 | 15.09 | 0.02 | 0.74 | 0.57 |
| Architectural Coating | 40.09 | 1.49 | 2.94 | 0.01 | 0.45 | 0.18 |
| Maximum[1] | 40.09 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **Yes** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-B: Project Short-term (Construction) Emissions - Mitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 0.55 | 2.07 | 21.53 | 0.04 | 7.17 | 3.92 |
| Grading | 2.90 | 90.89 | 46.93 | 0.37 | 10.29 | 3.65 |
| Building Construction | 1.24 | 7.50 | 24.46 | 0.06 | 2.25 | 0.65 |
| Paving | 1.07 | 1.25 | 17.81 | 0.02 | 0.21 | 0.08 |
| Architectural Coating | 39.92 | 0.21 | 2.96 | 0.01 | 0.37 | 0.10 |
| Maximum[1] | 39.92 | 90.89 | 46.93 | 0.37 | 10.29 | 3.92 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

Long-term Impacts

Long-term operational activities associated with the proposed project will result in emissions of VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
- Energy source emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, and appliances, and electronics)

As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Therefore, this would be less than significant, and no mitigation is required.

**Table 5-C: Project Long-term (Operation) Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile Sources | 7.37 | 14.82 | 66.12 | 0.20 | 18.91 | 5.11 |
| Energy Sources | 0.14 | 1.27 | 0.88 | 0.01 | 0.10 | 0.10 |
| Area Sources | 2.70 | 1.17 | 6.91 | 0.01 | 0.12 | 0.12 |
| **Total** | 10.21 | 17.26 | 73.92 | 0.22 | 19.14 | 5.34 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

d. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences located south of the project site and across Foothill Parkway to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source only). LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology to assist lead agencies in analyzing localized air impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 22, Norco/Corona.

Tables 5-D and 5-E illustrate the project's construction and operational related localized emissions and compares the results to SCAQMD LST thresholds. The emissions in both tables will be below the SCAQMD thresholds. However, the results assume that the project would be complying with all standard SCAQMD rules and requirements with regard to fugitive dust control. For reference, the applicable fugitive dust control measures are listed below. These are design features, which the project is required to comply with and are included in the project conditions of approval for PP2020-0005 and CUP2020-0001. With implementation of the dust suppression techniques, the project's construction and operational impacts to localized air resources would be less than significant.

Construction Design Features:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
14. Construction equipment shall be maintained in proper tune.

15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
16. Minimize the simultaneous operation of multiple construction equipment units.
17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

**Table 5-D: Localized Construction Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| On-site Emissions | 46.40 | 30.88 | 8.95 | 5.68 |
| SCAQMD Construction Threshold[2] | 235.2 | 1,461.2 | 10.0 | 6.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-22, Corona Valley, 4-acre site, receptor distance 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-E: Localized Operational Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | NOx (lbs/day) | CO (lbs/day) | $PM_{10}$ (lbs/day) | $PM_{2.5}$ (lbs/day) |
| On-site Emissions[1] | 3.19 | 11.10 | 1.2 | 0.5 |
| SCAQMD Operation Threshold[2] | 235.2 | 1,461.2 | 2.6 | 1.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 22, Corona Valley disturbance area of 4-acre and receptor distance of 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021

e. It is not expected for the development to include any use or activities that would result in potentially significant odor impacts for the long-term as the uses are residential and general commercial. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

**Mitigation Measures**

**MM 5-A** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

**MM 5-B** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less.

| 6. TRANSPORTATION/TRAFFIC: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 feet to 113 feet. The street is currently improved with 78 feet of paved roadway width. The southwesterly side of Foothill Parkway adjacent to the project site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widen by an additional two (2) feet to accommodate a new dedicated right-turn lane to allow for right turns from Foothill Parkway into the project entrance, which is designed to be a private street. The two-foot roadway widening will occur within the existing 112-foot right-of-way width. No additional dedication, widenings or improvements are required. Therefore, the project would not conflict with the city's applicable traffic plans, ordinance, or policies related to the performance of the city's circulations system, and no mitigation is warranted.

b. RK Engineering Group prepared a Traffic Impact Study for the project (dated June 9, 2021) that reviewed the project's potential impacts to VMT and roadway network operations (level of service) in the study area.

The project is located southwest of Foothill Parkway at Chase Drive in the City of Corona. The project as proposed will be constructed in a single phase and is planned to open in 2022. Access for the proposed project is planned to be provided via one (1) signalized driveway along Foothill Parkway, at the existing intersection with Chase Drive. A dedicated right-turn lane from Foothill Parkway onto Chase Drive will also be provided as part of the proposed project.

<u>VMT Assessment</u>

Section 15064.3 of the State CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. The City of Corona's Local Guidelines for Implementing CEQA incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared by Fehr & Peers dated January 11, 2019, which establishes the methodologies for analyzing VMT and defines thresholds of significance related to potential VMT impacts for the City of Corona. Under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** A project should be considered to have a significant impact if the project generates total daily VMT per Service Population (VMT/SP) above the existing total daily VMT/SP average for the City.
- **Cumulative Effect on VMT:** A cumulative impact would occur if the project results in a negative effect on VMT/SP at the Citywide level. The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's current established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP.
- 2040 Buildout Year – 32.6 VMT/SP.

**Project Screening:** The City of Corona VMT Analysis Guidelines state that the thresholds and methodology should be used in conjunction with the *Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018)*. The OPR advisory exempts local serving retail projects of up to 50,000 square feet or up to 10,000 square feet of office

space. The Technical Advisory further recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold.

The project includes 78 residential condominiums, 4,620 square feet of General Office, and 21,285 square feet of local service retail. The retail and office components of the project are within the size limits to be screened from further VMT assessment under the presumption that they will result in a less-than-significant impact. Since the office and retail components screen out, the VMT analysis for the project focuses on the VMT from the residential portion of the project, which is the dominate use.

**Analysis Methodology:** The Corona General Plan Model (CGPM) was utilized to prepare VMT estimates for baseline and future conditions. The project land use was added to the model by converting the land uses to socio-economic data using conversion factors from the SCAG Employment Density Report. Household characteristics were assumed to be consistent with neighboring Traffic Analysis Zones (TAZs) to the project. Baseline and Future model runs were conducted with and without the project coded. The following methodologies were utilized to prepare the VMT estimates:

- **Project Level VMT** was estimated for the project TAZ using the Origin-Destination (OD) Method which tracks the model final assignment total TAZ trips and full trip distance to and from the project TAZ. Project Level VMT was estimated using the base year (2017) model.
- **Cumulative Effect on VMT** was estimated using the Boundary Method, which uses the City border as the boundary and estimates the sums of all trips within the boundary and multiplies the trips by the roadway link length. Cumulative VMT was estimated using the future (2040) model.

**VMT Evaluation:**

- **Project Level VMT:** The project's VMT/SP is 25.9 miles, which is below the City's VMT/SP threshold of 30.2 miles for the base year. Therefore, the project is forecast to have a **less-than-significant impact** on baseline VMT.
- **Cumulative Effect on VMT:** Citywide daily VMT with the Project was estimated to be 2,297 miles less with the project which results in a positive effect on VMT. Therefore, the project is forecast to have a **less-than-significant impact** on cumulative VMT.

Level of Service (LOS) Analysis

Although the city's CEQA checklist no longer considers level of service (LOS) as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The following study locations were evaluated in the analysis due to their proximity to the project site:

Study Intersections:

1. Serfas Club Drive & Green River Road
2. Montana Ranch Road & Green River Road
3. Tanglewood Drive & Green River Road
4. Paseo Grande & Green River Road
5. Border Avenue & Green River Road
6. Chase Drive & Foothill Parkway
7. Lincoln Avenue & Foothill Parkway
8. Main Street & Foothill Parkway
9. Fullerton Avenue & Foothill Parkway

Study Roadway Segments:

1. Green River Road West of Serfas Club Drive
2. Serfas Club Drive North of Green River Road
3. Green River Road East of Serfas Club Drive
4. Montana Ranch Road South of Green River Road
5. Green River Road East of Montana Ranch Road
6. Tanglewood Drive North of Green River Road
7. Tanglewood Drive South of Green River Road
8. Green River Road East of Tanglewood Drive
9. Paseo Grande North of Foothill Parkway
10. Foothill Parkway East of Paseo Grande
11. Border Avenue North of Foothill Parkway
12. Foothill Parkway East of Border Avenue
13. Chase Driveway North of Foothill Parkway

14. Chase Driveway – Project Access South of Foothill Parkway
15. Foothill Parkway East of Chase Drive
16. Lincoln Avenue North of Foothill Parkway
17. Lincoln Avenue South of Foothill Parkway
18. Foothill Parkway East of Lincoln Avenue
19. Main Street North of Foothill Parkway
20. Main Street South of Foothill Parkway
21. Foothill Parkway East of Main Street
22. Fullerton Avenue North of Foothill Parkway
23. Fullerton Avenue South of Foothill Parkway
24. Foothill Parkway East of Fullerton Avenue

The TIA evaluated traffic conditions under the following scenarios:

- Existing (2021) Conditions
- Existing (2021) Plus Project Conditions
- Project Opening Year (2022) with Background Traffic Conditions
- Project Opening Year (2022) with Background Traffic and Proposed Project Conditions

A dedicated right-turn lane from westbound Foothill Parkway onto Chase Drive will be provided as part of the proposed project and is assumed in the Existing Plus Project and Opening Year Plus Project Conditions. Per the TIA, all study area intersections operate at an acceptable LOS (LOS D or better) during the peak hours and are forecast to operate at an acceptable LOS with the project for all scenarios. All study roadway segments operate at an acceptable LOS (LOS C or better) and are forecast to operate at an acceptable LOS with the project for all scenarios.

c. See discussions under 6.b.

d. See discussions under 6.b.

e. The nearest airport is the Corona Municipal Airport, which is located approximately 3.40 miles north of the project site. The project site is not located within the Riverside County Airport Land Use Compatibility Plan for the Corona Municipal Airport, and therefore, the development would not be subject to certain development restrictions or policies established by the Airport Land Use Plan. Also, the zoning of the project site would restrict all future residential and commercial buildings to a maximum height of 40 feet. Because of the project site's distance from the airport and the maximum allowable height of the buildings, the project would not impact air operations, nor would it cause change to air traffic patterns. Therefore, no impact related to this issue would occur.

f. The design of the project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.

g. The project design has been reviewed for approval by the city's Fire Department for emergency access; therefore, no impacts are expected.

h. See discussions under Sections 6.a, b, c, d, and e.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☒ | ☐ | ☐ |
| b. Riparian habitat or sensitive natural community | ☐ | ☒ | ☐ | ☐ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☒ | ☐ | ☐ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☒ | ☐ | ☐ |
| f. Conflicts with any habitat conservation plan | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

A Western Riverside County Multiple Species Habitat Conservation Consistency Analysis was prepared by Searl Biological Services (SBS), dated December 17, 2020. The purpose of the study was to show that the project is in compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to address any potential impacts to biological resources. The following discussions are based on the findings of the study.

a. In its present condition, the project site is covered by various types of vegetation including coast live oak woodland (0.02 acres), coastal sage scrub (2.13 acres), coastal sage scrub/ruderal (8.64 acres), ornamental landscaping (0.22 acres), and ruderal (5.56 acres). Refer to Figure 3.

**Figure 3: Vegetation Communities**

Source: Searl Biological Resources

The project site is not located within an MSCHP Subunit or Criteria/Cell/Cell Group. Therefore, no Reserve Assembly Analysis is required. The nearest Criteria Cell is located approximately 1.61 miles northwest of the project site. The project site is not located within a designated assessment area for Narrow Endemic Plant Species, a designated assessment area for Criteria Area Plant Species, or a designated area for amphibians. The property is not located in an area with Delhi sands. No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. Coulters matilija poppy was present within an existing blueline stream that was identified on the northern portion of the site (Feature A of Figure 4). However, the project will avoid impacts to the blueline stream and the Coulter's matilija poppy, as no construction is proposed within the blueline stream.

The project site is located within an assessment area for the Burrowing Owl (BUOW), which is a priority 2 California Species of Special Concern (SSC) and is a covered species under the MSHCP. The BUOW breeding season is typically March through August with peak breeding activity occurring in April and May. Habitat assessments for BUOW were conducted by SBS in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006) (BUOW Survey Instructions). Surveys were conducted on July 17, July 31, August 21, August 31, and November 21, 2019. No burrowing owls or evidence of suitable habitat for the burrowing owl were found on site. Although there were no burrowing owls found, the project is required to conduct a 30-day pre-construction survey for the burrowing owl prior to ground disturbance. This would ensure that there is no accidental taking of any burrowing owls during grading and construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-A]**

Two (2) costal live oaks were found within the project site and are proposed for removal. Native oak trees are not specifically addressed in the MSHCP; however, the 2020-2040 General Plan states in Goal ER-8.5: "Conserve the oak tree resources in the city to the extent feasible." Leaving the two isolated oak trees in the place is not feasible for the project because they interfere with the project's on-site design. Therefore, the project applicant will have the trees removed; however, the applicant will be replacing the two trees with twelve (12) 60-inch box sized okay trees on the project site. A condition of approval regarding the oak tree replacement is placed on the associated project applications CUP2020-0001 and PP2020-0005. If tree removal or grading activities occur during the bird breeding season (February 1 through August 31), a pre-construction bird nesting survey would need to be conducted. Ground disturbing construction activities could directly affect birds protected by the Migratory Bird Treaty Act and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. The submittal of a pre-construction bird nesting survey would reduce impacts to less than significant. **[MM 7-B]**

b. Section 6.1.2 of the MSHCP requires new developments to undergo an assessment for riparian/riverine habitat, vernal pools, fair shrimp, and the following riparian bird species: Least Bell's Vireo, Southwestern Willow Flycatcher, and Yellow-billed Cuckoo. If the assessment identifies suitable habitat for any of these species and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures would need to be implemented in accordance with the MSHCP.

SBS conducted an assessment of the project site per the procedures under Section 6.1.2. SBS also conducted an office review and analysis of the Corona South 7.5 Minute USGS California Quadrangle, historic aerial photography from Historic Aerials online and Google Earth, the U. S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Also, SBS conducts a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data to determine if the three-targeted fairy shrimp and/or three-targeted bird species listed above in Section 5.0 have been reported to occur within five miles of the subject property.

Based on the results of the assessment, the following were identified:

- A USGS blueline stream is present along the northern portion of the property. The blueline stream is designated as Feature A on Figure 4.
- A small ephemeral drainage feature was present in the southeastern portion of the property. This is designated as Feature B on Figure 4.
- A detention basin was present offsite near the southeastern corner of the property. This is designated as Feature C on Figure 4.

**Table 7-B: Potential Riparian/Riverine Areas Results**

| FEATURE ID | ASSESSMENT AREA ACRES | PROPERTY ACRES | ONSITE PROJECT ACRES | OFFSITE PROJECT AREAS |
|---|---|---|---|---|
| A | 2.37 | 0.49 | 0 | 0 |
| B | 0.05 | 0.002 | 0 | 0 |
| C | 0.11 | 0 | 0 | 0 |
| **TOTAL** | **2.53** | **0.492** | **0** | **0** |

Source: Searl Biological Resources

**Feature A** is an alluvial wash that receives and conveys flow during storm events, flowing from west to east. It was designated a USGS-perennial stream (i.e. solid blueline on a USGS map); however, the wash is ephemeral in nature. Flow from Feature A was conveyed offsite through an underground culvert to Oak Street Reservoir. During high yield rain events or prolonged storms, flow from the Oak Street Reservoir is tributary to the Prado Dam within the Santa Ana River through a concrete flood control channel and underground culverts. Coulters matilija poppy, a species covered under the MSHCP, was present within Feature A. The project will avoid impacts to Feature A and the Coulter's matilija poppy. According to the Western Riverside County Regional Conservation Authority, the Species-Specific Conservation Objective has been met for Coulter's majilija poppy. Therefore, no impacts are expected with respect to Coulter's matilija poppy. However, to ensure that there are no impacts to Feature A during construction, the project is required to have temporary fencing installed along the outskirts of Feature A to protect the area during construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-C]**

**Feature B** is located south of the project site. It is an upland ephemeral drainage that receives and conveys flow during storm events, flowing from southwest to northeast. It was not mapped as a blueline on the Corona South USGS quadrangle. The project is avoiding impacts to Feature B.

**Feature C** is a man-made created detention basin that was constructed in 2006 in association with the Orchard Glen residential community located southeast of the project site. The basin is maintained by the Orchard Glen HOA. The project is avoiding impacts to Feature C, which will be protected in place.

In summary, no direct or indirect impacts will occur to Features A, B, and C or Coulter's matilija poppy. Therefore, the project is consistent with Section 6.1.2 of the MSCHP. Also, through the Conditions of Approval for TTM 37691, the project applicant will be required to place a conservation easement, deed restriction, or other similar mechanism over the avoided areas of Features A and B that are located on the property. This would be consistent with Section 6.1.2, which states under the section *Avoidance and Minimization*:

*"If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term Conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanisms."*

Although the project will avoid Features A, B, and C, the project is required to comply with the best management practices (BMPs) listed under Sections 5.2.4, 9.0 and 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis to prevent direct and indirect impacts to these potential riparian/riverine areas. This would reduce impacts to less than significant. **[MM 7-D, 7-E, and 7-F]**

No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. No suitable habitat for riparian birds were present on the project site. Therefore, no impact would occur and no mitigation is warranted for vernal pools, fairy shrimp, or riparian birds.

**Figure 4: Potential Riparian/Riverine Areas Assessment Results**

Source: Searl Biological Resources

c. As discussed under Section 7.b, the project will avoid drainage Features A, B, and C. As such, the project would not result in impacts to state and federally protected jurisdictional features, including wetlands, and therefore, regulatory approvals from the Army Corps of Engineers, Regional Board, or California Department of Fish and Wildlife would not be required.

d. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to migrate between areas, breed, and forage. Due to the project site being disturbed by previous grading and improvements, its location by a highly traveled roadway, its proximity to residential developments, and human activities from hiking and biking activities which are known to occur through the property, the project site is not expected to be used as a corridor or linkage by wildlife that occur within and outside of the City of Corona. Furthermore, the project site is not located within or adjacent to any MSCHP designated Subunits, Cores, Linkages, Criteria Cells, or Conservation Areas. Therefore, development of the proposed project would not impact wildlife corridors and no mitigation is warranted. Any impacts to migratory species such as migratory birds would be mitigated by compliance with **MM 7-B.** Therefore, no further mitigation is necessary.

e. The City of Corona participates in the MSHCP, which is a habitat conservation plan for the Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The applicant is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

f. See discussion under Section 7.e.

**Mitigation Measures**

**MM 7-A** Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

**MM 7-B** If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation.

**MM 7-C** Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction.

**MM 7-D** Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department.

**MM 7-E** The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis.

**MM 7-F** The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, and C:

- Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.
- Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.
- Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.
- Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.
- Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species

Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush.

- Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."
- Grading/Land Development: No grading or land development shall extend into any avoidance areas.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, no mitigation is warranted.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☒ | ☐ | ☐ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Therefore, this is not expected to be an issue and no mitigation is required.

b. A Phase I Environmental Site Assessment (ESA) was prepared by LGC Geo-Environmental, dated December 30, 2019, to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. Per the Phase I ESA, a cement pipe was found on the northern portion of the property and stained soil was found on the northwestern corner of the property.

LGC Geo-Environmental prepared a Phase II ESA, dated November 30, 2020, to analyze the cement pipe for asbestos and evaluate the stained soil for the presence of petroleum hydrocarbons. A sample of the cement pipe and soil were taken by LGC personnel for analysis. The analysis revealed no asbestos in the sample for the cement pipe while the stained soil was determined to be a petroleum-contaminated waste. Based on the results of the analysis, LGC recommended that the concrete pipe can be properly disposed of or recycled as ordinary non-hazardous solid waste. However, the stained surface soil should be excavated and properly disposed of or recycled. After excavation of the stained soil, the excavation should be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Compliance with this recommendation would reduce impacts to less than significant. **[MM 9-A]**

c. The nearest schools to the project site are Benjamin Franklin Elementary School and Dwight Eisenhower Elementary School. Benjamin Franklin Elementary School is located approximately 0.70 feet northeast of the project site. Dwight Eisenhower Elementary School is located approximately 1.07 miles east of the project site. There is no school that is located within ¼ mile from the project site. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there would be impacts and no mitigation is required.

d. Refer to discussion under Section 9.b.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

f. The project is designed with two points of vehicular access to Foothill Parkway. The main access is a private road that will be constructed with the project, which will provide access to the commercial and residential portions of the project. The second access is a 28-foot wide emergency road that will be constructed along the southerly perimeter of the project site, which will allow for emergency access and evacuation from the project site to Foothill Parkway. The project also provides emergency vehicular access to the adjacent properties to the west, southwest, and south, which are landlock and don't have direct access to a street. Construction activities that would temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of a grading and/or building permit approval to ensure that adequate access is maintained. Compliance with the existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigate is required.

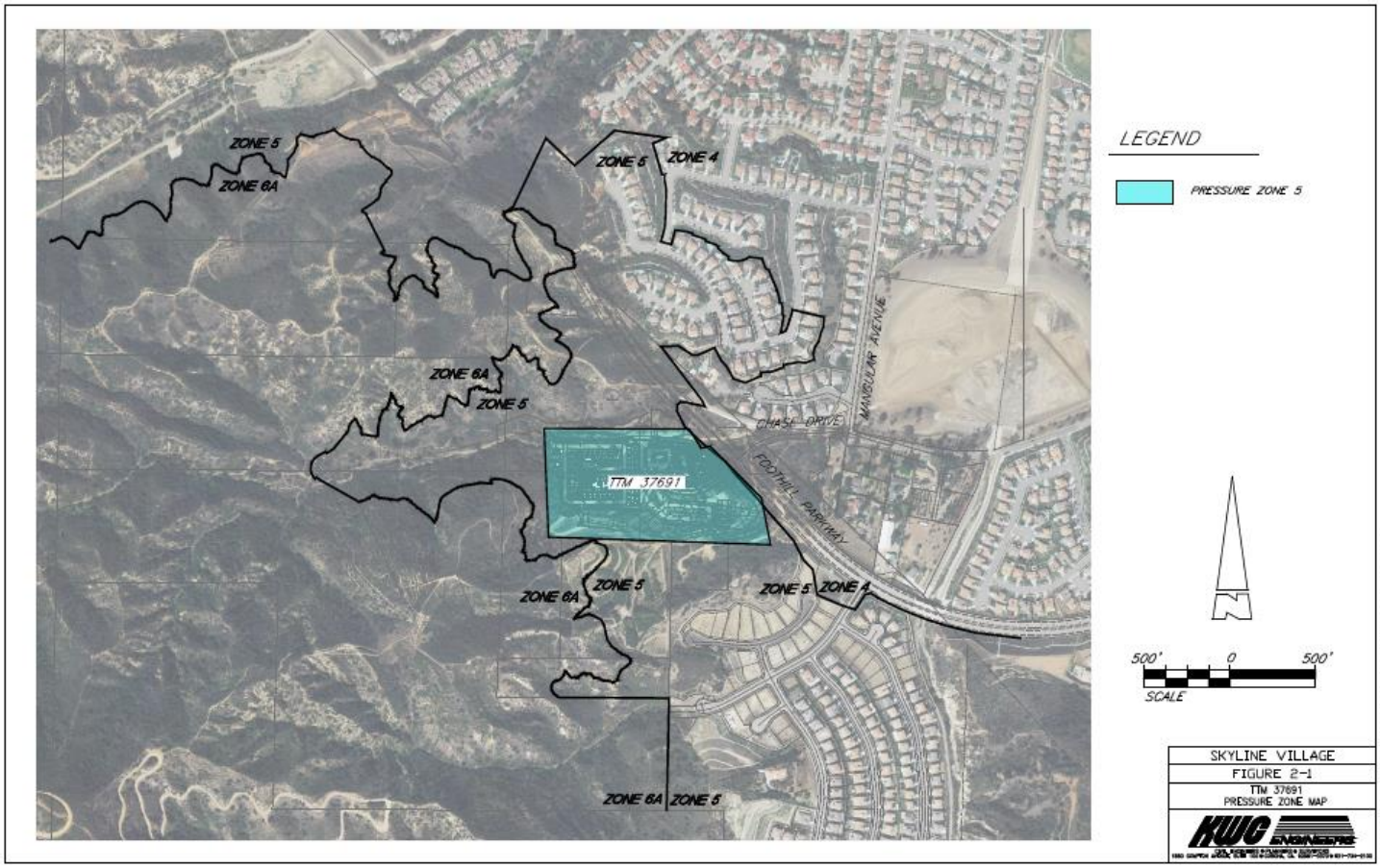
g. The project site is located within the Cleveland National Forest and is in a Very High Fire Hazard Severity Zone (VHFHSZ). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development. Adequate fire flow is also necessary, which is discussed further below.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines.

The project is required to have adequate fire flow for fire protection per the Fire Code. According to Section 15.12.390 of the Corona Municipal Code, the minimum fire flow and flow duration for residential buildings is 2500 gpm (gallons per minute) for a 2-hour duration and 3000 gmp for 3 hours for commercial buildings. Water storage is necessary for fire flow. The development is located within Zone 5 of the City's Pressure Zone Map. The project is required to construct its own water facilities to supply the necessary system pressures. A preliminary water study analyzing the project's water demands was prepared by KWC Engineers (dated May 2021) and submitted to the City's Department of Water and Power (DWP) for review. Based on the preliminary study, the DWP has estimates that the project would need to construct a new 1.0-million-gallon (MG) water tank containing operational storage, terminal storage, and fire flow storage to adequately serve the project. The water tank would need to be constructed near the proposed development and at an elevation of 1380 feet above mean seal level (MSL). The project applicant has the option of constructing the 1.0 MG water storage tank or paying a fair-share cost of the total construction cost of a new 2.5 MG water tank, which would be constructed by the City. The applicant's fair-share contribution will be determined following the approval of the final water study, and payment would be required prior to the recordation of the project's tentative tract map, TTM 37691, or issuance of a precise grading permit, whichever occurs first. Compliance with this requirement would reduce impacts related to wildland fires to less than significant. **[MM 9-B]**

If the applicant chooses to participate with the City in the construction of the water tank and the project site is constructed before the City completes the construction of the water tank, the DWP has determined that the City's existing potable water pumping facilities located in Zone 3 (located within Sierra Bella) are capable of delivering the project's required fire flow in the interim. Therefore, project development may commence prior to tank construction and without additional pumping facility construction, provided that a permanent water tank is constructed within 5 years of map recordation or issuance of a precise grading permit, whichever occurs first.

**Figure 3: Pressure Zone 5 Map**




Source: KWC Engineers

**Mitigation Measures:**

**MM 9-A** Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City.

**MM 9-B** The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank, as determined by the final water study approved by the City. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☒ | ☐ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☒ | ☐ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Noise Impact Study, dated March 19, 2021, was prepared by RK Engineering to analyze noise impacts associated with project. The following discussions are based on the findings of the Noise Impact Study.

a. The nearest existing noise-sensitive land uses include the residential properties that are located approximately 300 feet east of the project site across Foothill Parkway. The nearest future residential homes proposed as part of the Skyline Heights subdivision (TTM 36544) would be located approximately 700 feet to the northwest of the project site. The Noise Impact Study analyzed short-term and long-term noise impacts associated with the proposed project. Short-term impacts would be associated with the construction phase of the project, while long-term impacts would be associated with the operational phase of the project and includes parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Should the project decide to include outdoor events with live music in the future, the project's Conditions of Approval associated with PP2020-0005 require the applicant to submit to the City an updated noise analysis to address live music uses. Uses using a loud speaker or amplified device should adhere to the regulations in CMC section 9.24.040.

Short-term (Construction) Noise Impacts

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise.

RK Engineering analyzed potential noise impacts during all expected phases of construction, and noise levels are calculated based on an average distance (300 feet) of equipment over an 8-hour period to the nearest adjacent residential properties. The worst-case scenario construction phase noise levels would be approximately 72.7 dBA at the nearest adjacent residential properties. However, construction would occur throughout the project site and would not be concentrated or confined in a single area. Also, the project is required to comply with Corona Municipal Code Section 17.84.040, which permits construction activities between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays. To further reduce the potential for noise impacts, implementation of the design features which are listed below would further minimize construction noise impacts. The design features are included in the project's Conditions of Approval for PP2020-0005. Thus, the project's short-term noise impacts would be less than significant.

**Required Short-term Project Design Features:**

- No impact pile driving activities shall be allowed on the project site.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
- Obtain a construction work permit from the City of Corona prior to starting construction.

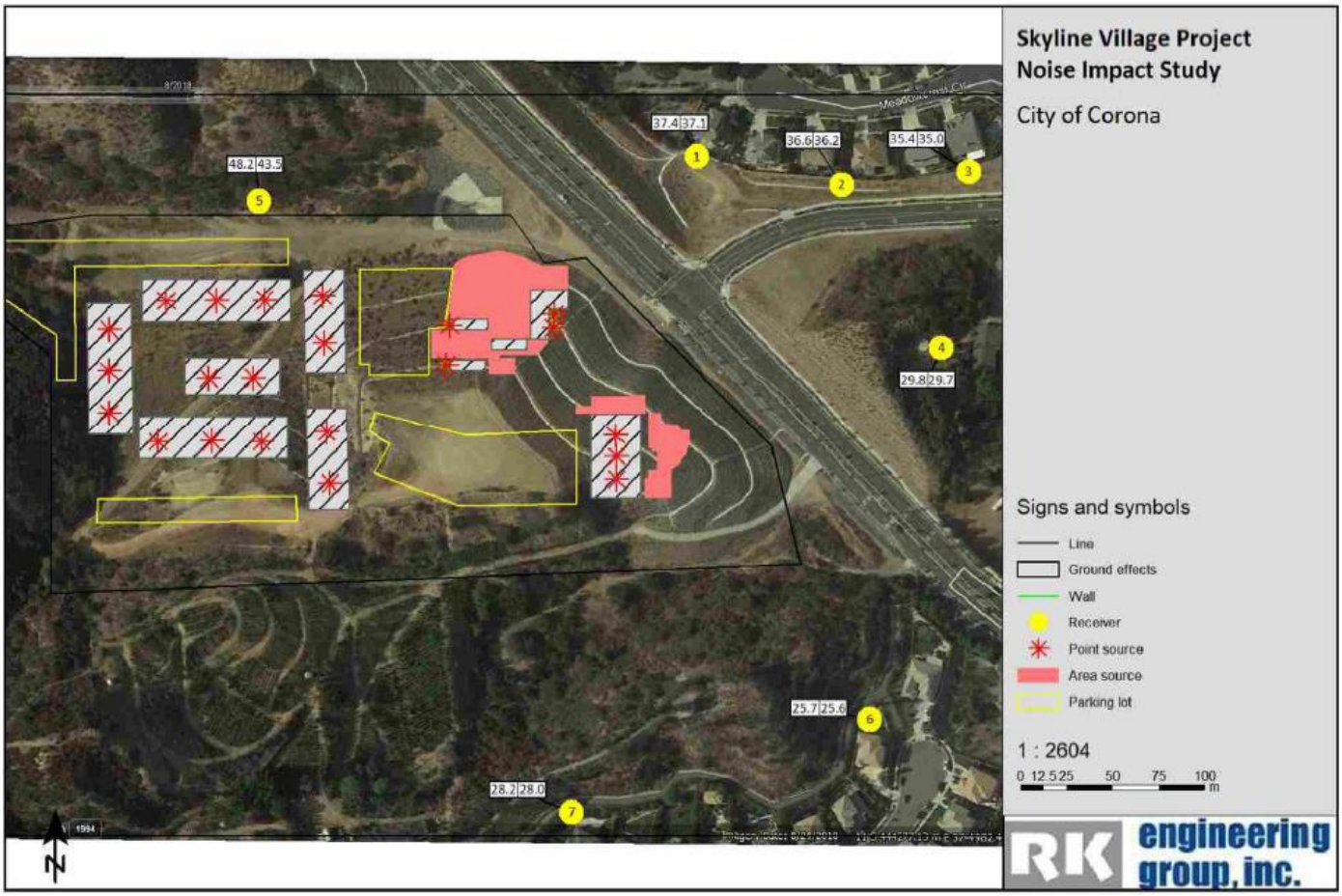
Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Operational noise was analyzed at all adjacent property lines surrounding the project site and at the nearest existing residential properties to the east (across Foothill Parkway). See Figure 4. The noise analysis considered all project noise sources operating simultaneously during the daytime (7:00 a.m. to 10:00 p.m.) at the property lines of the nearest adjacent residential properties. The project is subject to the City's noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10.A below.

| TABLE 10.A<br>STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| **TYPE OF LAND USE** | **MAXIMUM ALLOWABLE NOISE LEVELS** | | | |
| | **Exterior Noise Level** | | **Interior Noise Level** | |
| | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** |
| Single-, Double- and Multi- Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |

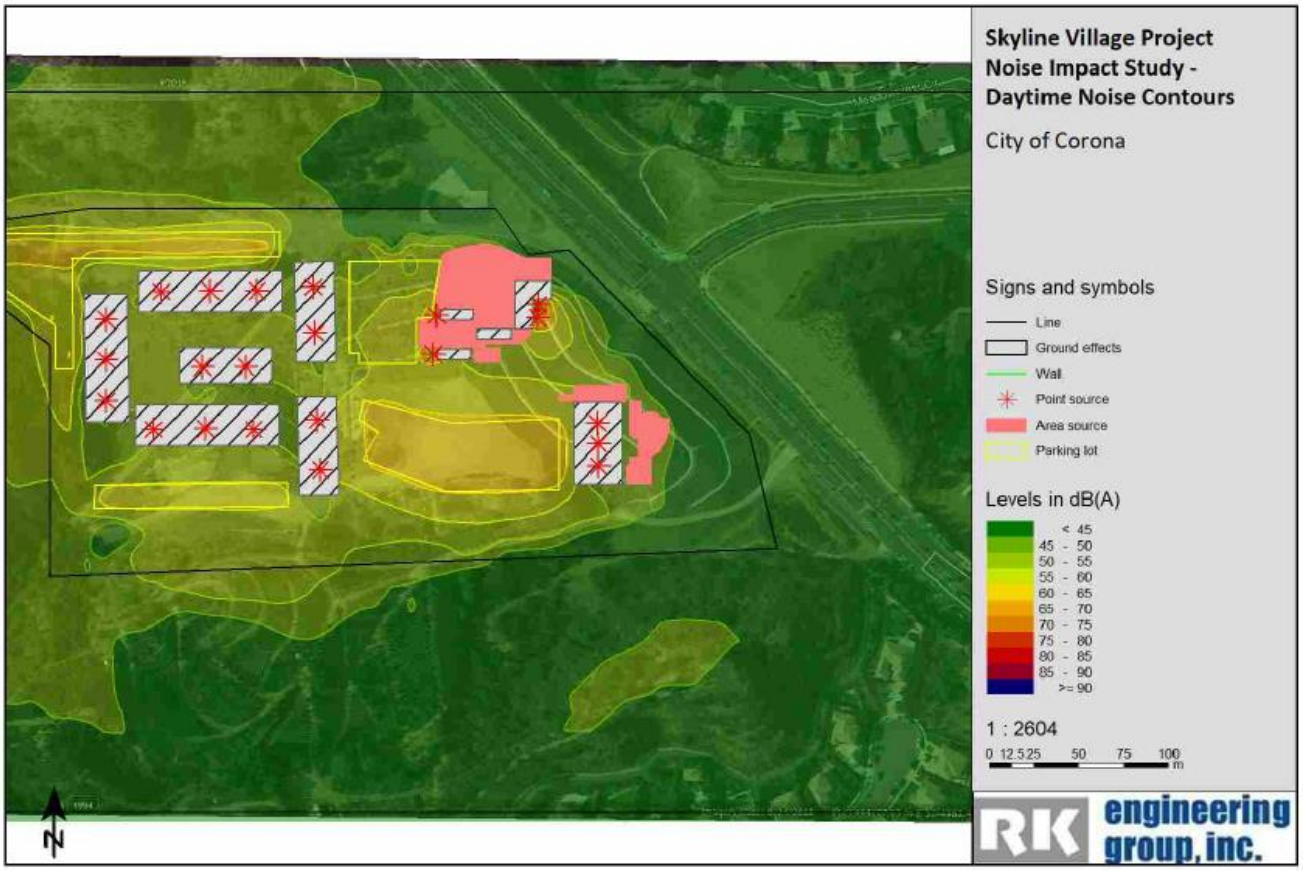
Source: CMC Section 17.84.040(C)

**Figure 4: Noise Measurement Locations**



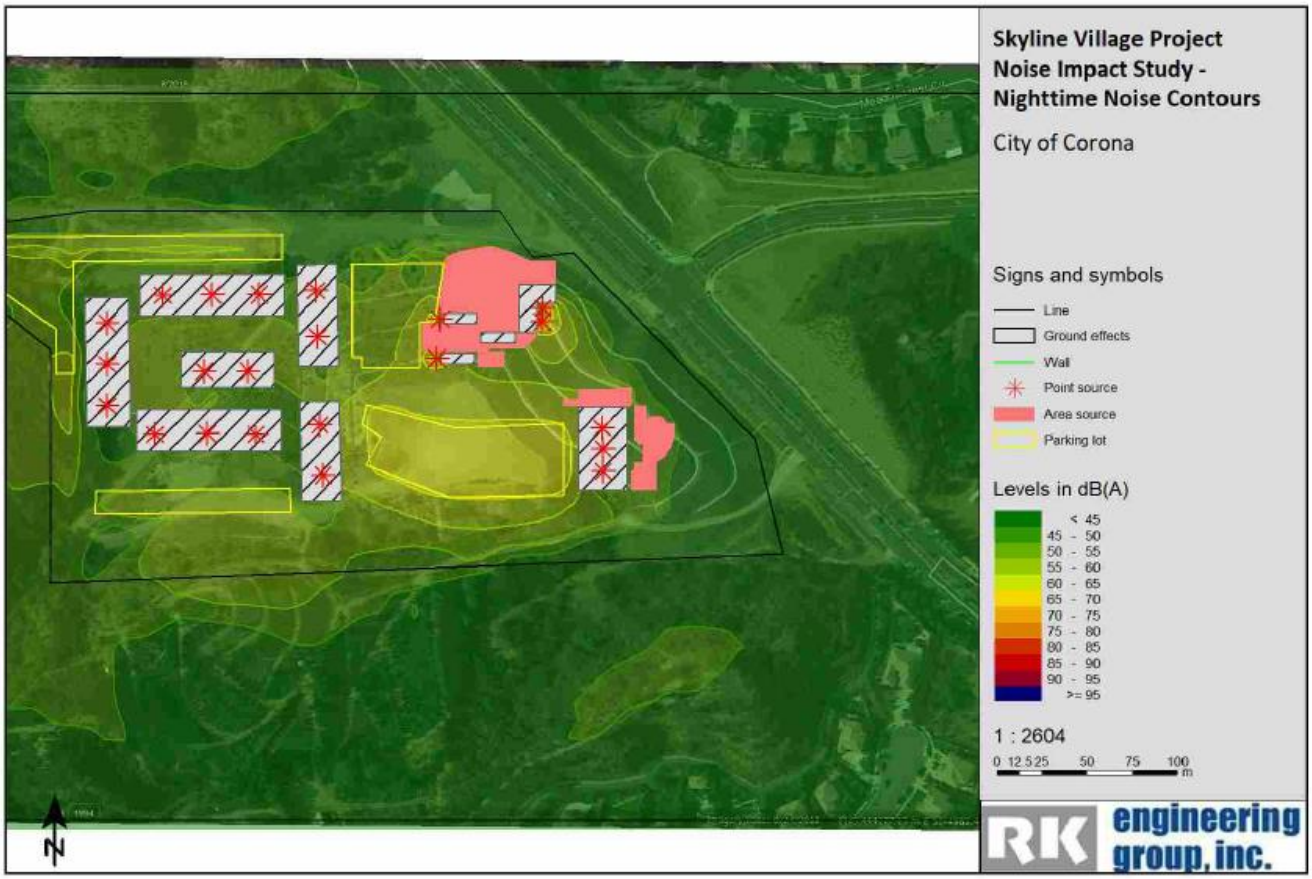

Source: RK Engineering

**Figure 5: Noise Contours for Daytime Hours**




Source: RK Engineering

**Figure 6: Noise Contours for Nighttime Hours**




Source: RK Engineering

Noise was measured for the daytime and nighttime hours.

- **Daytime:** Based on the results of the noise analysis, noise levels generated by the project would range from 25.8 dBA to 48.2 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's daytime noise standard of 55 dBA at the adjacent property lines. Figure 5 shows the project's noise contours for the daytime hours.

- **Nighttime:** Based on the results of the noise analysis, noise levels generated by the project noise would range from 25.7 dBA to 43.5 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's nighttime noise standard of 50 dBA at the adjacent property lines. Figure 6 shows the project's noise contours for the nighttime hours.

The change in the existing noise levels as a result of the project would range from approximately 0.0 dBA to 3.5 dBA during daytime hours. For the daytime hours, the change in the existing noise levels as a result of the project would similarly range from approximately 0.0 dBA to 3.5 dBA during daytime hours. This noise change as a result of the project is considered insignificant because, per the study, the human can barely perceive a change in noise level of 3 dB.

Note that the results of the long-term noise impact analysis assumes that the project design features listed below are integrated into the project. These design features are a requirement of the project's Conditions of Approval associated with PP2020-0005. Therefore, the project's long-term noise impacts would be less than significant.

**Required Long-term Project Design Features:**

- Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
- All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
- Truck deliveries, loading/unloading activity, and trash pick-up should be limited to daytime (7 a.m. – 10 p.m.) hours only.
- Limit engine idling time for all trucks to 5 minutes or less.

Also, the new commercial center is required to adhere to the stationary noise standards under CMC Section 17.84.040(C) which would reduce the commercial center's operational noise impacts to the new residential condominiums proposed within the project site to a less than significant level. Therefore, no mitigation is required.

b. Vibration from construction was analyzed in the Skyline Village Noise Impact Study (RK Engineering, dated March 19, 2021. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the residential structures located at approximately 300 feet from the east property line. All structures surrounding the project site are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site. Based on the results of the vibration analysis, the project's construction activities would not cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would be barely perceptible.

**Table 10-B: Construction Vibration Impact Analysis**

| Construction Activity | Distance to Nearest Structure (ft) | Duration | Calculated Vibration Level - PPV (in/sec) | Damage Potential Level | Annoyance Criteria Level |
|---|---|---|---|---|---|
| Small Bulldozer | 300 | Continuous/Frequent | 0.000 | No Impact | Barely Perceptible |
| Large Bulldozer | 300 | Continuous/Frequent | 0.006 | No Impact | Barely Perceptible |
| Vibratory Roller | 300 | Continuous/Frequent | 0.014 | No Impact | Barely Perceptible |
| Loaded Trucks | 300 | Continuous/Frequent | 0.005 | No Impact | Barely Perceptible |

c. See discussions under Section 10.a.

d. See discussions under Section 10.a.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County

Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

| **11. PUBLIC SERVICES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The Corona Fire Department (CFD) will provide all emergency and medical aid calls to the project site. Station 6 located at the corner of Main Street and Upper Drive will provide first in response to the project site. Station 6 is located approximately 2.1 miles from the project site and is equipped with a paramedic engine company, water tender, and research engine with four personnel. Average response time to the project site is estimated to be approximately six minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 4.6 miles from the project site. The City's police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

c. The proposed project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district apply.

d. Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

e. See discussion under 11.d.

| **12. UTILITIES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☒ | ☐ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☒ | ☐ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☒ | ☐ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☒ | ☐ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☒ | ☐ |
| f. Adequate landfill capacity | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| g. Comply with solid waste regulations | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b. See discussion under Section 12.a.

c. As discussed under the Hydrology & Water Quality section, a preliminary hydrology study (KWC Engineers, December 2020) was prepared for the project to analyze the project's drainage patterns. The project will generally maintain the existing drainage patterns in the proposed condition. In comparison between the existing and proposed drainage patterns, Drainage Areas B, C, and D will have peak flows in the proposed condition that are less than the peak flows in the existing condition. However, Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. The slight increase will not impact the sizing of the existing storm drain pipeline and hydraulics of the pipeline. Furthermore, the existing storm drain pipe was sized for larger bulked flow rate of 844.2 cfs and drains to the existing Oak Street Debris Basin located approximately 1,200 feet to the east of the project site. Therefore, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d. As discussed under the Hydrology & Water Quality section, a preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basins throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

e. See discussion 12.a.

f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.

g. See discussion under Section 12.f.

| **13 AESTHETICS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☒ | ☐ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☒ | ☐ |
| c. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Light or glare | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

The following discussions are based on the Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021.

a. Per the 2020-2040 General Plan, the stretch of Foothill Parkway from Paseo Grande to Bedford Canyon Road is a city designated scenic corridor. This stretch offers views of the Prado Basin to the north and hills and valleys leading toward the San Bernardino Mountains in the north and east. The project site is located on this stretch of Foothill Parkway. The project site has been used for low-key agricultural activities in the past and is currently undeveloped and vacant. The project site is on a hill on the southwest side of Foothill Parkway. A roadway leading into the project will be cut into the hillside forming a fourth leg to the intersection of Chase Drive and Foothill Parkway. The remaining slopes facing Foothill Parkway will be landscaped on the southerly section and retained behind a proposed 30-foot-high segmented block retaining wall on the northerly section. One and two-story commercial buildings are proposed on top of the hillside nearest Foothill Parkway. Three-story residential buildings are proposed on the west side of the site at a slightly higher elevation. Currently, the dominant view of the site is the engineered hillside. The proposed project will landscape the hillside and it will continue to be the dominant view of the site. The zoning designation of the surrounding area is a combination of low-medium density residential and open space. The areas northeast of the project site contain single-family residential homes. Immediately south and west of the project site are vacant, agricultural and open space land. With a mix of residential and neighborhood commercial uses, the proposed Skyline Village mixed-use development fits well in the current land use zoning designation and aesthetics of the area. The project site is closer to Foothill Parkway similar to other developments in the immediate area. The proposed development is required to adhere to the City's development standards with respect to building height, setbacks to property lines and landscaping. Therefore, the on-site design standards will be similar to the design standards used on the nearby properties. Therefore, the project will not cause any adverse effects on the existing scenic vistas and is a less than significant impact.

b. The proposed project is located on a vacant undeveloped land. The land use zoning designation of the project area is a combination of low-medium density residential, commercial, and open space. The proposed project would develop 39 one-bedroom residential condominiums, 39 three-bedroom townhomes, a 1,400-square foot recreation center with a swimming pool, one and two-story retail shops and restaurants totaling 25,715 square feet, parking, and ancillary uses. The mix of on-site land uses would be interconnected with pedestrian and bicycle pathways. The publicly accessible vantage points include Chase Drive and Foothill Parkway to the east of the site, and the public trails north and west of the project site. The views of the project from these publicly accessible vantage points will be mainly the rooftops of the development and landscaping. Currently, the dominate view of the project site is an engineered hillside void of any vegetation. The project proposes landscaping on the hillside facing Foothill Parkway. The project will not degrade the existing character or quality of the public views of the site and surrounding project area. The proposed development will result in a uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, a less than significant impact would occur and no mitigation is warranted.

c. The project site is located on currently undeveloped vacant land on the southwest side of Foothill Parkway at the intersection of Foothill Parkway and Chase Drive. Chase Drive provides western views toward the Santa Ana Mountains. The proposed project building pads of the three-story residential buildings sit slightly higher on the west end of the project site but will not obstruct the scenic views of the mountains. The west side of the project site is dominated by the hillside slope and will continue to be the dominant visual feature of the site. There are no historic buildings on or near the project site and, since the project will be built on a vacant land that does not include existing trees or rock outcroppings, it will not affect any natural resources such as trees, or rock outcroppings. Also, there are no state scenic highways nearby. Therefore, the proposed project would have no impact on scenic resources. No mitigation is required.

d. The proposed project would introduce new sources of light because of the new development and infrastructure. The light sources would be in the form of residential lighting from the condominiums, security lighting in the common areas and garages, the lights of retail shops, and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential and commercial sources is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. The project's photometric analysis prepared by Beaumont Electric Inc. has demonstrated the project's compliance with this requirement. As such, adherence to these design measures would help reduce the light or glare potentially caused by the project.

The project would also include solar panels on the rooftops of the residential carports. Solar photovoltaic (PV) are made up of glass panels that are designed to maximize absorption of light and minimize reflection to increase electricity production efficiency. To limit reflection, solar PV panels are constructed with dark, light-absorbing materials and covered with an anti-reflective coating to create an albedo effect, which minimizes glare. Furthermore, the residential carports are

located on the western portion of the project site and would not be visible to the surrounding existing residential uses.

New on-site lighting and building materials will be designed, installed, and maintained to satisfy applicable City requirements; therefore, a less than significant impact would occur from light and glare and no mitigation is required.

| **14. CULTURAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☒ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. CRM Tech prepared a Historical/Archaeological Resources Survey Report, dated September 25, 2019, for the project. The purpose of the analysis was to determine whether the project would cause substantial adverse changes to any historic or archaeological resources as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM Tech conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. Through the various avenues of research, CRM Tech did not encounter any historical resources within or adjacent to the project area. Therefore, no impacts related to historical or archaeological resources would occur.

b. See discussions under 14.a.

c. CRM Tech prepared a Paleontological Resources Assessment Report, dated September 26, 2020, for the project. The purpose of the report was to determine whether the proposed project would potentially disrupt or adversely affect any significant, nonrenewable paleontological resources, as mandated by CEQA.

The project site is located in the northern portion of the Peninsular Ranges geomorphologic province, where a series of northwest-southeast-trending mount ranges and valleys lie subparallel to fault lines branching from the San Adreas Fault. The topography in this region generally consists of granitic rock intruding into older metamorphic rock. The project location lies at the northwestern end of the Corona-Elsinore Trough and within the Corona compound alluvial fan that slopes northeast across the trough. Surrounding area is known to contain exosures of the late-Cretaceous Ladd Formation and the younger Paleocene Silverado Formation, which is composed of marine and nonmarine beds.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered in future excavation and construction activities, CRM Tech initiated a records search with the Natural History Museum of Los Angeles County in Los Angeles, reviewed pertinent literature, and carried out a systematic field survey on July 30, 2019 in accordance with the guidelines of the Society of Vertebrate Paleontology.

The results of the research procedures indicate that the proposed project's potential to impact significant paleontological resources is low in the surface sediments of younger Quarternary alluviam in the northern portion and the southeastern corner of the property, but high in the exposures of marine late-Cretaceous Ladd formation and the Paleocene Silverado Formation elsewhere and the older Quaternary sediments underlying the younger Quarternary alluvim. The current surface soils in the project area, however, have been extensively disturbed over the past 17 years by earth-moving activities associated with the leveling of the hilltop, grading, and the construction of a concrete paved road. The surface soils essentially constitute artificial fill.

In order to prevent project impacts on significant, nonrenewable paleontological resources or to reduce such impacts to a level less than significant, CRM TECH recommended that a mitigation program be developed and implemented during any earth-moving operations reaching beyond the previously disturbed surface soils. The mitigation program should be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following:

- All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

With implementation of a mitigation program, impacts to paleontological resources would be reduced to less than significant. **[MM 14-A]**

d. Mitigation Measure 17-F **[MM 17-F]** under the **Tribal Cultural Resource** section would address inadvertent discoveries of human remains during project grading and construction. This would reduce impacts to less than significant.

**Mitigation Measure:**

**MM 14-A** Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include, but not be limited to, the following:

a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but will have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. Samples of sediments should be collected and processed to recover small fossil remains.

c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

| **15. AGRICULTURE RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

b. The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

| 16. GREENHOUSE GAS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CoronaCAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet itsestablished GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 $MtCO_2e$ (metric tons of $CO_2e$ equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The project's Air Quality and Greenhouse Gas Impact Study (RK Engineering, March 2021) determined that the project's annual GHG emissions would be 3,104.57 MTCO2e/year. Since the project's annual emissions would be greater than 3,000 MTCO2e/year, the RK Engineering report states that the project would need to complete the Screening Tables in the Corona CAP and garner the required 100 points in order to be consistent with the reduction quantities anticipated in the Corona CAP. RK Engineering completed the Screening Tables, which are attached as Appendix C to the Air Quality and Greenhouse Gas Impact Study. Based on the design and construction measures that RK Engineering selected for the project, the project was capable of garnering a total project score of 107.8 points, which shows compliance with the Corona CAP. The entitlement applications, PP2020-0005 and CUP2020-0001, are conditioned to implement the design and construction measures that were selected by RK Engineering for the project. Implementation of these measures would reduce impacts related to greenhouse gas emissions to less than significant.

b. The project proposes to incorporate several energy efficiency design features (i.e., energy efficient lighting and appliances) that would comply with Title 24 requirements as well as the California Green Building Code standards that are consistent with the Corona CAP's design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. The project site is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impacts to the state's or city's historic resources.

b. The project is subject to SB 18 and AB 52 tribal consultation. The purpose of SB 18 and AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources.

Pursuant to SB 18 protocol, the City obtained a list of 18 local Native American tribes from the Native American Heritage

Commission on August 8, 2020. On October 12, 2020, the City submitted by email letters of invitation for consultation to all 18 tribes. In response to the invitation, the following tribes requested consultation:

- Gabrieleno Band of Mission Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians

Soboba Band of Luiseno Indians

Consultation with the Soboba Band of Luiseno Indians was initially held on December 7, 2020. Per Mr. Joseph Ontiveros, representative for Soboba, the project site falls with the bounds of Soboba's Tribal Traditional Use Areas, and is in proximity to known sites, is a shared use area that was used in ongoing trade between tribes, and is considered to be culturally sensitive by the people of Soboba. Mr. Ontiveros requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were submitted to Mr. Ontiveros for review. Staff and Mr. Ontiveros discussed revisions to the draft mitigation measures during the course of the consultation process. On April 8, 2021, staff and Mr. Ontiveros were able to reach an agreement with the revised mitigation measures. On June 21, 2021, the City received a follow-up confirmation email from Mr. Ontiveros concluding consultation. Compliance with the mitigation measures would reduce impacts to tribal cultural resources to a less than significant level. **[MM 17-A through MM 17-G]**

Rincon Band of Luiseno Indians

Consultation with the Rincon Band of Luiseno Indians was initially held on April 15, 2021. Per Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Soboba, the project site is located within the territory of the Luiseno people and within Rincon's specific Area of Historic Interest. Ms. Madrigal requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Staff submitted the city's draft mitigation measures related to tribal cultural resources to Ms. Madrigal for review. Ms. Madrigal responded on April 15, 2021 and she had no further comments. On June 18, 2021, Ms. Madrigal submitted a formal letter in response to the draft mitigation measures and concluded consultation. Compliance with **MM 17-A through MM 17-G** would reduce impacts to tribal cultural resources to a less than significant level.

Gabrieleno Band of Mission Indians

Consultation with the Gabrieleno Band of Mission Indians was initially held on March 17, 2021. Per Mr. Andy Salas, representative for the Gabrieleno Band of Mission Indians, the project site is located within Gabrieleno's Ancestral Tribal Territory and thus, Mr. Salas requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were emailed to Mr. Salas for review. Mr. Salas did not agree with the city's mitigation measures and proposed separate mitigation measures on March 24, 2021. On March 31, 2021, staff reviewed the proposed mitigation measures and proposed revisions to Mr. Salas for the following reasons:

1. The mitigation measures required the project developer to retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians and for the project developer to enter into a tribal agreement with the Gabrieleno Band of Mission Indians for tribal monitoring prior to the commencement of any ground disturbance. The city's mitigation measures include similar language; however, staff proposed that the language be modified to include all three consulting tribes.

2. The mitigation measures contained very specific language pertaining to when a Tribal Monitor should be present and how the Tribal Monitor should monitor and log daily ground disturbance activities. Staff did not agree with this language because it is common for each consulting tribe to require their own separate tribal monitoring agreement with the project developer and have their own Tribal Monitor onsite. As such, staff proposed that the specific monitoring details and methods of monitoring be left to each tribe's agreement with the project developer.

3. The mitigation measures stated that upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the discovery (not less than 100 feet) until the resource can be assessed. It further stated that all tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal Monitor approved by the Consulting Tribe. If the resource is Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Staff did not oppose the requirement of establishing a 100-foot buffer from an inadvertent find; however, staff proposed that the language be revised to include the two other consulting tribes. In addition, staff recommend that the mitigation measures address disagreements between tribes with regard to the final disposition of cultural resources.

Mr. Salas did not agree with staff's suggestions. Staff revised the mitigation measures and sent them to Mr. Salas on April 15, 2021. Mr. Salas responded again that he did not agree with the city's revised mitigation measures. Staff elected to conclude consultation with the Gabrieleno Band of Mission Indians on April 15, 2021 without mutual agreement on the

mitigation measures because staff felt that good faith and reasonable efforts were made during the consultation process to address Gabrieleno's concerns while also addressing similar concerns of two other consulting tribes. Although mutual agreement could not be reached between the city and the Gabrieleno Band of Mission Indians, compliance with **MM 17-A through MM 17-G** would result in less than significant impacts.

**Mitigation Measures**

**MM 17-A** **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB/18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources.

**MM 17-B** **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

i. Project grading and development scheduling;

ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**MM 17-C** **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Monitored grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made

available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;

iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

**MM 17-D** For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study.

**MM 17-E** **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM 17-F** **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

**MM 17-G** **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens.

| 18. MANDATORY FINDING OF SIGNIFICANCE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☒ | ☐ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☒ | ☐ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☒ | ☐ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topics:

- Geologic Problems;
- Hazards and Hazardous Materials;
- Biological Resources;
- Cultural Resources; and
- Tribal Cultural Resources.

However, appropriate mitigation measures have been developed. **Mitigation Measures 3-A through 17-G** successfully mitigate all identified potential impacts to less than significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less than significant.

| 19. WILDFIRE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☒ | ☐ |

**Discussion**

a. The project site is located within a Very-High Fire Hazard Severity zone (VHFHS). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area

in perpetuity and meet the City's Vegetation Management Guidelines.

Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no impacts.

b. The proposed project would not contribute to the spreading of wildfire since the project's future homes would be required to be designed to comply with the current CBC which includes fire construction standards. Also, prior to issuance of a grading or building permit, the project is required to have a Final Fuel Modification Plan approved by the Corona Fire Department that would include a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan would also address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines. Also, Mitigation Measure 9-B **[MM 9-B]** is already required to ensure that the project meets the necessary fire flow requirements per Fire Code. Therefore, the project will not exacerbate wildfire risks. Impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.

c. See discussions under 19.a and 19.b.

d. The project site is required to comply with the engineering recommendations in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). The project is also required to comply with the fuel mod zone descriptions, treatments, and plant palette in the Final Fuel Modification Plan. The proposed project will not significantly alter drainage patterns on the site based on the Preliminary Hydrology Report (KWC Engineers, dated December 2020). Therefore, impacts to exposing people or structures to a downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

| **20. ENERGY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Preliminary Energy Analysis was prepared for the project by LSA, dated February 3, 2021 to evaluate the energy and fuel use impacts associated with the proposed project. The following discussions are based on the findings of the Skyline Village Preliminary Energy Analysis

a. The Skyline Village Preliminary Energy Analysis evaluated project-specific energy and fuel use by examining the impacts of the proposed project on regional energy use. The project's energy demand during construction and operations were analyzed. Note that the project's mitigation measures required to reduce criteria air pollutants and greenhouse gas (GHG) emissions would also reduce electricity and petroleum consumption.

Temporary (Construction) Energy Demand

Construction of the project would require temporary energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures and roadways. Construction of the project would require the use of off-road construction equipment and on-road vehicles for worker commuting, and vendors. The project construction would last approximately one year. For modeling purposes, the analysis assumed that initial grading and earthwork would result in the highest fuel use during the construction period. All construction equipment was assumed to be powered by diesel and the fuel consumption was calculated based on the equation:

Fuel Consumption = Horsepower × Load Factor × Specific Fuel Consumption

For the analysis, the specific fuel consumption was assumed as 0.22 kilogram per kilowatt hour for diesel engine (Klanfar et al. 2016). Table 20-A shows the daily fuel and energy consumption estimated for construction of the proposed project. U

**Table 20-A**
**Project Construction Daily Fuel and Energy Consumption**

| Fuel Consumption (gallons/day) | Energy Consumption (MMBtu/day) |
|---|---|
| 1,536 | 211 |

Source: LSA Associates, Skyline Village Preliminary Energy Analysis

The project's total construction related on-road fuel use is small (approximately 0.03 percent of State-wide transportation fuel consumption) and would only last for a short period of time during project construction. Therefore, construction of the proposed project would not cause a significant temporary energy impact during construction.

Permanent (Operational) Energy Demand

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2 was used to estimate electricity and natural gas consumption and renewable energy generation during the operation of the proposed project. Mitigation measures required to reduce criteria air pollutants and greenhouse gas emissions would also reduce electricity consumption. The petroleum consumption from project-related on-road transportation was calculated from VMT and fuel efficiency from EMFAC2017 (ARB 2018). The Transportation Demand Management (TDM) measures identified in the Traffic Impact Analysis and Statewide EV ownership projection would reduce petroleum consumption.

- **Electricity:** The project's annual electricity consumption is expected to be 166,283 KWH. This is 0.0011% of Riverside County's total electricity consumption of 15,520 million kWh in 2019 at full buildout. The annual electricity consumption of the proposed project is higher than the defaults within the CalEEMod model due to the electricity consumption by Electric Vehicles (EVs). However, Title 24 also requires onsite renewable electricity generation and additional efficiency that offsets the higher electricity consumption of the project. The regional electricity consumption is available at County level. The proposed project would consume less than 0.2 percent of the County's total electricity consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 268 people which is equivalent to approximately 0.011% percent of the County's total population but will consume approximately 0.0011% of electricity consumption when onsite renewable generation is included. Therefore, the project's electricity consumption per person would be less than the County per capita average, and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Natural Gas:** The project is expected to consume13.25 MMBtu of natural gas. This is 0.0029% of the County's total natural gas consumption. The proposed project would consume less than 0.002% of the County's total natural gas consumption and the proposed project would generate a population of approximately 0.011% of the County's total population, the project's natural gas consumption per person would be less than the County per capita average. Therefore, the project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Petroleum**: The proposed project would consume approximately 0.0003% of the County's annual petroleum consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2019). The proposed project is anticipated to generate a service population of approximately 1,116 which is equivalent to approximately 0.045% of the County's total population. Therefore, the project's petroleum consumption per person would be less than the County per capita average, and would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

b. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. 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 in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report (CEC 2019). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 100, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by

disadvantaged communities, demand response, transmission, and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, onsite renewable energy generation combined with all electric homes significantly reduces the energy usage associated with operation of the proposed project and would be relatively small in comparison to the State's and County's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's per capita energy consumption is less than the regional (State or County) level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation measures would be necessary.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. Phase I ESA, prepared by LGC Geo-Environmental, dated December 30, 2019
4. Phase II ESA, prepared by prepared by LGC Geo-Environmental, dated November 30, 2020
5. Geologic Fault Hazard Evaluation, prepared by LGC Consultants, July 16, 2020
6. Geotechnical Investigation Report, prepared by LGC Consultants, July 16, 2020
7. Skyline Village Preliminary Energy Analysis, prepared for the project by LSA, dated February 3, 2021
8. Preliminary Hydrology Report, prepared by KWC Engineers, dated December 2020
9. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, March 2021
10. Paleontological Resources Assessment Report, prepared by CRM Tech, dated September 26, 2020
11. Historical/Archaeological Resources Survey Report, prepared by CRM Tech, dated September 25, 2019
12. Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021
13. Skyline Village Noise Impact Study, prepared by RK Engineering, dated March 19, 2021
14. Preliminary Water Study, prepared by KWC Engineers, dated May 2021
15. Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services (SBS), date December 17, 2020
16. Traffic Impact Study for the project, prepared by RK Engineering, dated June 9, 2021
17. Air Quality & Greenhouse Gas Impact Study, prepared by RK Engineering Group, Inc., March 19, 2021
18. Preliminary Water Quality Management Plan, prepared by KWC Engineers, May 20, 2021
19. Skyline Village TTM 37691 Water System Mitigation Requirements Memorandum, City of Corona Public Works Department, June 14, 2021

# MITIGATION MONITORING AND REPORTING PROGRAM
# CITY OF CORONA

| | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **GELOGIC PROBLEMS** | | | | | |
| MM 3-A | Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| | **AIR QUALITY** | | | | | |
| MM 5-A | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| MM 5-B | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| | **BIOLOGICAL RESOURCES** | | | | | |
| MM 7-A | Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-B | If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| MM 7-C | Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction. | Condition of approval | Submittal of photograph or field inspection | Prior to grading/construction | Community Development | |
| MM 7-D | Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept | |
| MM 7-E | The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F | The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, And C:<br>• Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.<br>• Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.<br>• Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.<br>• Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.<br>• Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush. | Condition of approval | Submitttal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 7-F Cont' | • Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."<br>• Grading/Land Development: No grading or land development shall extend into any avoidance areas. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |
| | **HAZARDS AND HAZARDOUS MATERIALS** | | | | | |
| MM 9-A | Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| MM 9-B | The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first. | Condition of approval | Payment of fee | Prior to map recordation | Public Works Dept. and DWP | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **CULTURAL RESOURCES** | | | | | |
| MM 14-A | Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include but not be limited to the following:<br><br>a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.<br><br>b. Samples of sediments should be collected and processed to recover small fossil remains.<br><br>c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br><br>d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| | **TRIBAL CULTURAL RESOURCES** | | | | | |
| MM 17-A | **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB 18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. | Condition of approval | Submittal of agreements | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-A cont' | Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources. | | | | | |
| MM 17-B | **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.<br><br>a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:<br><br>i. Project grading and development scheduling; | Condition of approval | Submittal of documentation showing that an archeologist has been retained for the project. | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-B cont' | ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;<br><br>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. | | | | | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C | **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:<br><br>a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and<br><br>b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:<br><br>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-C Cont' | ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;<br><br>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and<br><br>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes. | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-D | For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study. | Condition of approval | Submittal of Phase IV monitoring report or other documentation as applicable | Within 60 days of completion of grading | Community Development Dept. | |
| MM 17-E | **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-F | **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| MM 17-F Cont' | The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).<br><br>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-G | **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:<br><br>a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.<br><br>b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

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**File #:** 21-0700

# PLANNING AND HOUSING COMMISSION
# STAFF REPORT

DATE: 7/12/2021

TO: Honorable Chair and Commissioners

FROM: Community Development Department

**APPLICATION REQUEST:**
**PP2020-0005**: Precise Plan application is for the review of 25,715 square feet of commercial retail, service and food space on 8.95 acres in the C-3 (General Commercial) zone proposed by change of zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive. (Applicant: Chris Bowen, GF Investments, Inc., 110 N. Lincoln Avenue, Suite 202, Corona, CA 92882)

**RECOMMENDED ACTION:**
**That the Planning and Housing Commission** adopt Resolution No. 2572 GRANTING PP2020-0005 based on the findings contained in the staff report and conditions of approval.

**PROJECT SITE SUMMARY**
**Area of Property:** 8.95 acres
**Existing Zoning:** A (Agricultural)
**Proposed Zoning:** C-3 (General Commercial)
**Existing General Plan:** Low Density Residential (3-6 du/ac)
**Proposed General Plan:** GC (General Commercial)
**Existing Land Use:** Vacant
**Proposed Land Use:** Commercial
**Surrounding Zoning/Land Uses:**
**N:** R-1-7.2 zone (Single Family Residential)/undeveloped land
**E:** Foothill Parkway with R-1-7.2 and R-1-8.4 zones (Single Family Residential) located beyond
**S:** Agricultural zone/commercial nursery and Open Space (OS) zone/open space land
**W:** Agricultural zone/undeveloped land

## BACKGROUND

Site History

The project site is part of the Skyline Village mixed-use project, which is comprised of two undeveloped parcels totaling 17.02 acres, which are located on the southwest side of Foothill Parkway at Chase Drive. The parcels were annexed into the City of Corona in 2018 with the Skyline Heights annexation and were given an A (Agricultural) zoning and a Low Density Residential (LDR) general plan designation. The Agricultural zone permits a variety of agricultural uses, and residential uses when ancillary to a primary agricultural use. The LDR general plan designation permits residential development to occur at a density ranging from 3 to 6 dwelling units per acre (du/ac).

The project site is currently undeveloped and has an approximately 130-foot-high manufactured slope with terrace drains bordering Foothill Parkway to the east. The site is bordered by undeveloped land to the north, west, and south. A commercial nursery borders the site to the southwest and currently has vehicular access through the project site from Foothill Parkway. The Skyline Heights residential subdivision, TTM 36544, is located generally west of the project site.

Project Background

GF Investments is proposing to develop the project site for commercial purposes in conjunction with a residential condominium plan to the west on the adjoining parcel. The residential component consists of 78 attached condominium units on 8.07 acres. This plan is being reviewed separately by CUP2020-0001. The commercial component, which is the reason for PP2020-0005, consists of 25,715 square feet of commercial retail, service and food space on 8.95 acres.

The proposed project is associated with a General Plan Amendment (GPA2020-0003), Change of Zone (CZ2020-0002), and a Tentative Tract Map (TTM 36791). The General Plan Amendment and Change of Zone establish a general plan designation and zoning appropriate for the project's proposed residential and commercial land uses. The General Plan Amendment changes the site's existing General Plan designation from Low Density Residential (LDR, 3-6 du/ac) to Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, and to General Commercial on 8.95 acres. The Change of Zone corresponds to the changes by GPA2020-0003 and proposes to change the site's existing A (Agricultural) zone to R-3 (Multiple Family Residential) on 8.07 acres, and C-3 (General Commercial) on 8.95 acres. TTM 36791 proposes to create two lots on the site to allow for each area of development to be contained within its own lot.

The project was initially reviewed by city staff as DPR2020-0003 and DPR2020-0008 in February and July 2020. The applicant formally submitted all five applications on October 2, 2020, including the tentative tract map. The applications were reviewed by staff at the Project and Environmental Review Committee meeting on October 22, 2020 and determined to be incomplete. The applicant subsequently submitted the revised application materials and pending technical studies, with the applications being deemed complete on June 15, 2021, at which time the project was scheduled for a July 12, 2021 Planning and Housing Commission review.

Code Requirements
The C-3 zone requires precise plan (PP) review for new commercial developments, which is subject to the approval of the Planning and Housing Commission. The commercial project proposed by PP2020-0005 is subject to the property development standards established in Chapter 17.33 of the Corona Municipal Code (CMC).

Infrastructure Committee and Community Meetings
The project was presented to the City Infrastructure Committee meeting on February 6, 2019. At that time, the project was only a design concept, and showed commercial uses across the entire 17 acres site. The uses included a three-story Class A office building, grocery store, farmers market, restaurants, retail and commercial service space, and a gas station. The plan also included outdoor space for events. Issues that were discussed at the meeting included noise emitting from the outdoor events, glare from the gas station signage, and establishing a connectivity from the project site to nearby trails. The Committee encouraged community outreach to be conducted with the Orchard Glen residences to the south of the project site and with the residences located in the Chase Drive area to the east. Overall, the Committee was receptive to the concept, and the project received support from the members of the public who attended the meeting.

The currently proposed commercial area does not include the original concept's gas station. As a result, the community concerns with the gas station and glare from the illumination of the station's pylon signs is moot. All project identification signs as currently proposed will not produce glare because they are backlit. The conceptual signage plan is attached as Exhibit 3.J.

With respect to trail connectively, the project is maintaining an existing trail access that is located along the northerly perimeter of the project site. TTM 36791 proposes to establish an easement over the portion of the trail that is within the project site for public use.

On November 11, 2020 the applicant conducted a community informational meeting through Zoom. The applicant sent flyers to properties located within a 1,000-foot radius from the project site. Attached as Exhibit 3.L is a copy of the flyer. Prior to this meeting, the applicant reached out to the public on social media websites, including Facebook and various trail websites, to obtain feedback on the project's design and uses. The applicant had also reached out to local businesses and business leaders for their input.

On December 2, 2020, the Infrastructure Committee was provided an update on changes that were made to the project by the applicant, including revisions to include 78 condominiums, and over 27,000 square feet of commercial and retail use, including a food hall and outdoor dining. The architecture for the commercial buildings had also been revised to reflect a style the applicant references as "mammoth rustic woods". The Committee expressed general support for the concept, while noting the importance of tying the project's architecture in with the mining history of the surrounding area.

## PROJECT DESCRIPTION

Site Plan

The site plan for the overall development is attached as Exhibit 3.A. The commercial center is on the eastern half, occupying 8.95 acres. The primary access to the commercial center is a private street that extends from Foothill Parkway and bisects the commercial site, creating two pads. The street leads to the parking lots adjacent to each development pad.

The design concept for the commercial center features several buildings clustered on the northerly pad and a large two-story building on the southerly pad. The northerly pad is a retail plaza with indoor/outdoor space. The plaza features a standalone coffee shop, a retail shop, a multi-tenant building for food/restaurant and retail uses, outdoor dining, lawn seating, and a mini dog park. The southerly pad will be developed for a two-story foodhall with 19,915 square feet of commercial space for more formal uses, including restaurants, offices, produce, retail, bar, and salon uses. A beer garden and outdoor dining are also proposed on the southerly pad. The project proposes a pedestrian bridge over the project's access road to allow for patrons to safely cross the roadway between the two pads. The bridge will be constructed of steel and is 12 feet wide by 160 feet long.

The commercial pads are approximately 30 to 42 feet higher than the adjacent grade along Foothill Parkway, which will allow patrons elevated views of the city. The northerly pad is supported by a proposed 30-foot-high retaining wall along the pad's northerly perimeter. The southerly pad sits above an existing 2:1 slope.

A trash enclosure is provided on each of the commercial pads. The design of the trash enclosures is required to meet the city's standards in terms of size and allowable construction materials. The enclosures are required to be topped with a cover, and the gaps between the enclosure walls and the cover need to be fully enclosed to prevent unwanted access or dumping. The trash enclosures will be reviewed for compliance with all applicable code requirements during the plan check process.

The layout of the buildings complies with the applicable building setback requirements prescribed by the CMC for the C-3 zone. The General Commercial general plan designation that is proposed for the commercial lot has a Floor Area Ratio (FAR) limit of 0.5. Based on the size of the commercial lot (8.95 acres), the lot is allowed up to 194,931 square feet of floor area. The commercial center's total floor area is 25,715 square feet, which is below the site's FAR limit.

<u>Architecture and Floor Plan</u>
The architecture for the commercial center has a blend of rustic and contemporary designs. The exterior materials include wood, timber, metal panels, plaster, steel, and stone. The colors are earth-toned. The architecture is consistent with the architecture proposed for the residential buildings. The following provides more detailed information regarding the individual buildings:

The coffee shop (Bldg. A1) and bike shop (Bldg. A2) are two stories and incorporate metal shipping containers into the design of the structures. The coffee shop is 35 feet in height and has indoor and outdoor seating on both floors. The bike shop is 40 feet in height and has retail on the first floor and balcony seating on the second floor. The bike shop includes a tower element with LED screens. The project is conditioned to install automatic dimmers for the LED screens for the nighttime hours. The project also has several trees that are proposed within the plaza that would help to screen glare from the LED screens from Foothill Parkway. The food/restaurant/retail building (Bldg A3) is a multi-tenant

building. The two-story foodhall (Bldg B) is 38 feet in height and has tenant space on the first floor for restaurants, produce, retail, bar, and deli uses. The second floor has tenant space for offices and hair/nail salons. Located on the north side of the foodhall is a beer garden. On the east side is an outdoor dining court that overlooks Foothill Parkway.

The conceptual architectural and floor plans for the buildings are attached as Exhibits 3.D through 3.G. Artistic renderings of the commercial center are attached as Exhibit 3.H.

Parking

Corona Municipal Code Chapter 17.76 (Off-Street Parking) establishes the parking requirements for commercial developments, which is based on floor area and use. The commercial center's overall parking requirement is 193 parking spaces. The commercial center provides two parking lots that are capable of providing the required parking spaces. The project's parking is summarized in the table below.

**Skyline Village Commercial Parking**

| **Building** | **Use** | **Floor Area** | **Required Parking Ratio** | **Required Parking** |
|---|---|---|---|---|
| A1 | Coffee shop | 1,568 | 1/100 | 16 |
| A2 | Retail shops/bike shop | 1,837 | 1/250 | 8 |
| A3 | Food/Restaurant | 1,195 | 1/100 | 12 |
| A3 | Retail shops | 1,200 | 1/250 | 5 |
| B/B1 | Foodhall - Food/Beer garden | 7,465 | 1/100 | 74 |
| B | Foodhall - Deli (take-out only) | 1,000 | 1/250 | 4 |
| B | Foodhall - Retail/Produce | 1,250 | 1/250 | 5 |
| B | Foodhall - Retail/Merchandise | 1,000 | 1/250 | 4 |
| B | Foodhall - Day Spa/Nail Salon | 4,700 | 1/100 | 47 |
| B | Foodhall - Office | 4,500 | 1/250 | 18 |
| | | **TOTAL** | **REQUIRED** | **193** |
| | | **TOTAL** | **PROVIDED** | **193** |

Landscaping Plan

The preliminary landscape plan for the project is attached as Exhibit 3.I. The plan consists of climate adaptive plant materials that require low to medium water usage. The plant materials were chosen for multiple purposes, including their ability to provide site wide coverage, slope stabilization, parking lot shade, and enhancements to the project entries. Maintenance and longevity of the plant materials were taken into consideration. All landscape areas will conform to current City of Corona landscape design guidelines for commercial developments and the project's Fuel Modification Plan, which has been reviewed by the Fire Department.

The project site contains a USGS blueline stream along the northern perimeter of the site. The blueline stream was identified by the project's biological analysis prepared by Searl Biological

Services (dated Dec. 17, 2020) as an ephemeral wash that receives and carries flow during storm events. The stream is considered "jurisdictional", as such the applicant would need to obtain certain permits from the Army Corp of Engineers and California Department of Fish & Wildlife if development encroaches or disturbs the area of the blueline stream. The project proposes complete avoidance of the stream; therefore, no jurisdictional permits are required. However, the project is proposing to create 2:1 slopes along the southern edge of the blueline stream. In order to avoid indirect impacts to the blueline stream, the project's Mitigated Negative Declaration requires that temporary fencing be installed and maintained between the project development area and the blueline stream area during construction. In addition, the landscaping for the 2:1 slopes and all areas adjacent to the stream shall avoid using certain invasive plant species. The list of plant species to avoid is identified under Appendix E of the biological analysis. The slopes and areas adjacent to the stream shall only be landscaped with native plant species. City staff will coordinate with the applicant's biological consultant to ensure that these areas are appropriately landscaped.

Signage

Two project entry monument signs are proposed at the northwest and southwest corners of the project entrance on Foothill Parkway and Chase Drive. The monument signs are 4 feet in height, and has a cut-out of corten steel to identify the project name "Skyline Village" and community logo. A project identification sign is proposed on the retaining wall facing Foothill Parkway and on the bridge. The sign is 5 feet by 30 feet, and includes corten steel letters. All signs will be backlit. The signs, including building signage, are required to comply with development standards established by the Corona Municipal Code for the C-3 zone. The applicant's conceptual signage proposal is attached as Exhibit 3.J.

Access and Public Improvements

The project site will have vehicular access from Foothill Parkway via a new 54-foot-wide private street that will be shared by both lots to be created by TTM 37691. The street bisects the commercial lot and terminates at the residential lot. The street is aligned with Chase Drive to create a four-way signalized intersection. The improvements for the street include 8-foot-wide raised center median with one westbound lane, and one eastbound lane, curb and gutter, and a 5-foot wide sidewalk on both sides of the road.

Foothill Parkway is classified as a secondary 4-lane street per the General Plan. The section of Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 to 113 feet and is improved with 78 feet of paved roadway width. The southwesterly side of the street adjacent to the site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widened an additional two (2) feet to accommodate a new dedicated right-turn lane, which will allow for right turns from Foothill Parkway into the project entrance.

A 28-foot-wide emergency access road is proposed at the southeasterly corner of the site to provide a second point of access for the project. The road also provides access to the neighboring properties to the west and southwest, which are landlocked behind the project site. This secondary entrance road is off-site and located within an adjacent city-owned property that fronts Foothill Parkway. A portion of the entrance also encroaches into open space property that is maintained by the HOA of

the Orchard Glen residential community located south of the project site. The recommended Conditions of Approval require the applicant to acquire the city-owned property or obtain an easement from the city for the off-site entrance, and to obtain an easement from the Orchard Glen HOA for the encroachment into their open space area.

Retaining Walls and Trail Access

To create level buildable pads the project requires the construction of two large geogrid reinforced retaining walls along the north and south perimeters of the site. The north wall extends from Foothill Parkway to the westerly limits of the project site, and ranges from approximately four (4) feet to thirty (30) feet in height. The south wall is located mostly within the residential lot, and ranges from approximately three (3) to twenty (20) feet in height. The exterior facade of the retaining walls is an earth-colored, segmented block that allows for vines to be planted into the wall to soften its appearance (Exhibit 3.K). The conditions of approval require the wall to have a textured finish (e.g. splitface block) and be treated with an anti-graffiti coat.

A 2:1 slope and a 12-foot-wide paved maintenance road are proposed at the base of the north retaining wall, from Foothill Parkway to the project's west boundary line. The maintenance road provides access to the slopes and retaining wall for maintenance by the project's homeowners association and/or property owners association. The applicant is proposing to allow the road to be used as public trail access, and will be establishing through the tentative tract map process a public trail access easement. This trail access easement is depicted as Easement F on the preliminary precise grade plan (Exhibit 3.C).

The project will provide a publicly accessible sidewalk along the exterior side of the gated residential site, which will connect the trail/maintenance road to the commercial center. The sidewalk is intended to provide trail users a more direct and shorter route between the trail and the proposed commercial uses.

The retaining walls, slopes, easements and maintenance road are shown on the preliminary grading plan, in Exhibit 3.C.

**ENVIRONMENTAL ANALYSIS**

An Initial Study (IS) prepared for the project identified that the project could result in potentially significant impacts to the environment in the areas of geology, biological resources, hazardous materials, cultural resources, and tribal cultural resources. However, the IS identified that all of the project's potentially significant impacts are capable of being mitigated to less than significant. Therefore, per Section 15070 of the California Environmental Quality Act (CEQA) Guidelines and Section 6.02 of the City's Local Guidelines, a Mitigated Negative Declaration (MND) was prepared for the project.

Based on the measures in the project's MND, there is no substantial evidence, in light of the whole record before the City, that the project would have a significant or potentially significant effect on the environment. The Mitigated Negative Declaration is recommended for adoption (Exhibit 4).

As stated previously, the project contains a USGS blueline stream along the northern perimeter of

the site. The blueline stream is considered "jurisdictional", and subject to certain permits from the Army Corp of Engineers and California Department of Fish & Wildlife if development encroaches into or disturbs the blueline stream. The design of the project avoids the blueline stream; therefore, no jurisdictional permits are required.

## FISCAL IMPACT

The applicant has paid the applicable application processing fees.

## PUBLIC NOTICE AND COMMENTS

A 20-day public notice was mailed to all property owners within a 1,000-foot radius of the project site, as well as advertised in the Sentinel Weekly News and posted at the project site. It should be noted that the city's public noticing radius requirement is 500 feet. However, the applicant elected to increase the noticing radius to a conservative 1,000 feet in order to include the nearest residential properties that are located beyond Foothill Parkway to the east of the project site, and in the Orchard Glen community located south of the project site.

As of the preparation of this report, the Community Development Department received a response from Mr. Bu Lee who is the owner of the three vacant properties that are landlocked behind the project site, to the west and southwest. Mr. Lee voiced his concerns regarding the access road the applicant is proposing to construct on the project site, to provide access from Foothill Parkway to Mr. Lee's properties. As discussed in the EASEMENT section of the TTM 36791 staff report, the road is located along the southerly perimeter of the project site and provides access to Mr. Lee's properties, to the adjacent nursery to the south, and serves as an emergency road for the project site. The proposed road width ranges from 12 feet to 28 feet. The easterly portion of the road extending from Foothill Parkway to the commercial parking lot is 28 feet wide. The portion that extends to the nursery is 20 feet wide. From the nursery access point to Mr. Lee's properties the road is 12 feet wide. Mr. Lee stated to staff that he would like the developer to provide him a wider road to accommodate two-way access.

## STAFF ANALYSIS

The commercial project is capable of complying with the applicable codes and requirements in the Corona Municipal Code, including building setbacks, parking, and landscaping. The buildings do not exceed the 40-foot height limit allowed for commercial buildings in the C-3 zone. The project complies with the General Plan's floor area ratio limit for the General Commercial (GC) designation. The commercial center's architecture is stylish and complements the surrounding area.

The current view of the site from Foothill Parkway is an engineered hillside. The commercial center maintains slopes along Foothill Parkway, and the slopes will continue to be the dominant visual feature of the site. The slopes will be landscaped to enhance the view of the site from Foothill Parkway.

The project site is separated from existing residential neighborhoods by streets, hillsides, and open space. Therefore, the commercial activity that would come from the project site is not expected to create any visual, lighting, or noise impacts to the nearby residential neighborhoods. The project was also analyzed for potential environmental impacts, and all potential impacts identified will be

mitigated.

The project supports trail use by providing public trail access on the property. The project is consistent with multiple General Plan goals and policies, which are outlined in the findings below.

The Planning Division recommends approval of PP2020-0005 based on the following findings of approval and conditions of approval attached in Exhibit 3.B.

# FINDINGS OF APPROVAL FOR PP2020-0005

1. An initial study (environmental assessment) has been conducted by the City of Corona so as to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:

    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 3.B.*

    b. *There is no substantial evidence before the City that the revised project may have a significant effect.*

2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 do exist in reference to PP2020-0005 for the following reasons:

    a. *The proposal is consistent with the General Commercial land use designation of the General Plan because this land use permits commercial uses.*

    b. *The proposal complies with the C-3 zone because the proposed commercial center is permitted in the C-3 zone and the site plan is capable of meeting all applicable property development standards and codes requirements that are established in the Corona Municipal Code for the C-3 zone.*

    c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been followed. As justified in Finding # 1, a Mitigated Negative Declaration is recommended for adoption as the Initial Study identifies potentially significant effects on the environment, but the project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur.*

    d. *The site is of a sufficient size and configuration to accommodate the design and scale of the proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated in Exhibit 3.A of this report.*

*e. The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards under the Corona Municipal Code. Furthermore, the project will construct the necessary public improvements including a new dedicated right-turn lane on Foothill Parkway to the project site.*

*f. The architectural design of the proposed development is compatible with the character of the surrounding neighborhood because it utilizes building materials that are commonly used for residential homes, will enhance the visual character of the neighborhood by improving vacant undeveloped property, and will provide for harmonious, orderly and attractive development of the site by complying with all necessary codes and requirements under the Corona Municipal Code.*

*g. The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that is aesthetically appealing and will retain a reasonably adequate level of maintenance, as demonstrated by the project plans attached herein.*

3. The proposal is consistent with the General Plan for the following reasons:

*a. The project is a commercial retail and food center, which is permitted under the General Commercial general plan designation.*

*b. As demonstrated by the project plans attached to this report, the project supports Land Use Policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code.*

*c. The project is consistent with Land Use Policy LU-7.3, which encourages the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to schools, parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. The project is part of a mixed-use development that integrates two different land uses (residential and commercial) that support each other while also supporting trail activity.*

*d. The project is consistent with Parks and Recreation Policies PR-6.2 and PR-6.3, by maintaining trail access into the Cleveland National Forest while avoiding impacts to natural habitats.*

*e. The proposal is required to provide adequate water storage to meet fire flow requirements, which complies with Infrastructure and Utilities Policies 1.5 and 1.9.*

4. The proposal is consistent with the C-3 zone for the following reasons:

*a. The proposal complies with the C-3 zone because the proposed commercial center is permitted in the C-3 zone, and the site plan is capable of meeting all applicable property development standards and codes requirements that are established in the Corona Municipal Code for the C-3 zone.*

**PREPARED BY:** SANDRA YANG, SENIOR PLANNER

**REVIEWED BY:** JAY EASTMAN, PLANNING MANAGER

**SUBMITTED BY:** JOANNE COLETTA, COMMUNITY DEVELOPMENT DIRECTOR

EXHIBITS

1. Resolution No. 2572
2. Locational and Zoning Map

3.A Site plan
3.B Conditions of Approval
3.C Preliminary Grading Plan
3.D Coffee Shop Plans (Bldg A1)
3.E Retail/Bike Building Plans (Bldg A2)
3.F Multi-tenant Building Plans (Bldg A3)
3.G Foodhall Plans (Bldg B)
3.H Renderings
3.I Landscaping and Fences/Walls
3.J Signage
3.K Retaining Wall Details
3.L Neighborhood Information Meeting Flyer
3.M Applicant's letter, dated April 9, 2021

4. Environmental documentation

Case Planner: Sandra Yang (951) 736-2262

**RESOLUTION NO. 2572**

**APPLICATION NUMBER: PP2020-0005**

**A RESOLUTION OF THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, GRANTING A PRECISE PLAN FOR THE REVIEW OF 25,715 SQUARE FEET OF COMMERCIAL RETAIL, SERVICE AND FOOD SPACE ON 8.95 ACRES IN THE C-3 (GENERAL COMMERCIAL) ZONE PROPOSED BY CHANGE OF ZONE 2020-0002, LOCATED ON THE SOUTHWEST SIDE OF FOOTHILL PARKWAY AT CHASE DRIVE.**

**WHEREAS**, the application to the City of Corona, California, for a Precise Plan under the provisions of Chapter 17.91 in the Corona Municipal Code, has been duly submitted to said City's Planning and Housing Commission for the review of 25,715 square feet of commercial retail, service and food space on 8.95 acres in the C-3 (General Commercial) zone proposed by Change of Zone 2020-0002, located on the southwest side of Foothill Parkway at Chase Drive.

**WHEREAS,** the Precise Plan was submitted in conjunction with GPA2020-0003, CZ2020-0002, TTM 37691 and CUP2020-0001; and

**WHEREAS**, the Planning and Housing Commission held a noticed public hearing for PP2020-0005 on July 12, 2021, as required by law; and

**WHEREAS**, at the conclusion of the hearing the Planning and Housing Commission, pursuant to Section 15070 of the California Environmental Quality Act (CEQA) Guidelines and Section 6.02 of the City's Local Guidelines, recommended the City Council adopt the Mitigated Negative Declaration prepared for PP2020-0005, GPA2020-0003, CZ2020-0002, TTM 37691 and CUP2020-0001 because the information contained in the MND, the initial study and the administrative records for this project, including all written and oral evidence provided during the comment period and presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this project are either no impact or less-than-significant.

**WHEREAS**, after close of said public hearing, the Commission by formal action, found that all the conditions necessary to granting a Precise Plan as set forth in Corona Municipal Code Section 17.91.070 do exist in reference to PP2020-0005, based on the evidence presented to the Commission during said hearing; and

**WHEREAS**, the Planning and Housing Commission based its recommendation to approve the PP2020-0005 on certain conditions of approval and the findings set forth below.

**NOW, THEREFORE, THE PLANNING AND HOUSING COMMISSION OF THE CITY OF CORONA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** CEQA Findings. As a decision-making body for this PP2020-0005, the Planning and Housing Commission has reviewed and considered the information contained in the MND, the initial study and the administrative records for this Precise Plan, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, the initial study and the administrative record, including all written and oral evidence presented to the Planning and Housing Commission, the Commission finds that potential environmental impacts of this PP2020-0005 are either no impact or less-than-significant.

**SECTION 2.** Precise Plan Findings. Pursuant to Corona Municipal Code ("CMC") Section 17.91.070 and based on the entire record before the Planning and Housing Commission, including all written and oral evidence presented to the Commission, the Commission hereby makes and adopts the following findings:

1. An initial study (environmental assessment) has been conducted by the City of Corona to evaluate the potential for adverse environmental impacts. The initial study identifies potentially significant effects on the environment, but:
    a. *The project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur, as reflected in the Conditions of Approval attached as Exhibit 3.B.*
    b. *There is no substantial evidence before the City that the revised project may have a significant effect.*

2. All the conditions necessary to granting a Precise Plan as set forth in Section 17.91.070 exist in reference to PP2020-0005, for the following reasons:
    a. *The proposal is consistent with the General Commercial land use designation of the General Plan because this land use permits commercial uses.*
    b. *The proposal complies with the C-3 zone because the proposed commercial center is permitted in the C-3 zone and the site plan is capable of meeting all applicable property development standards and codes requirements that are established in the Corona Municipal Code for the C-3 zone.*
    c. *The proposal has been reviewed in compliance with the California Environmental Quality Act and all applicable requirements and procedures of the act have been*

*followed. As justified in Finding # 1, a Mitigated Negative Declaration is recommended for adoption as the Initial Study identifies potentially significant effects on the environment, but the project applicant has agreed to revise the project to avoid these significant effects or to mitigate the effects to a point where it is clear that no significant effects would occur.*

d. *The site is of a sufficient size and configuration to accommodate the design and scale of the proposed development, including buildings and elevations, landscaping, parking and other physical features of the proposal, as demonstrated in Exhibit 3.A of this report.*
e. *The design, scale and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, will not create traffic or pedestrian hazards, and will not otherwise have a negative impact on the aesthetics, health, safety or welfare of neighboring uses because the proposal complies with the City's development standards under the Corona Municipal Code. Furthermore, the project will construct the necessary public improvements including a new dedicated right-turn lane on Foothill Parkway to the project site.*
f. *The architectural design of the proposed development is compatible with the character of the surrounding neighborhood because it utilizes building materials that are commonly used for residential homes, will enhance the visual character of the neighborhood by improving vacant undeveloped property, and will provide for harmonious, orderly and attractive development of the site by complying with all necessary codes and requirements under the Corona Municipal Code.*
g. *The design of the proposed development will provide a desirable environment for its occupants and visiting public as well as its neighbors through good aesthetic use of materials, texture, and color that is aesthetically appealing and will retain a reasonably adequate level of maintenance, as demonstrated by the project plans attached herein.*

3. The proposal is consistent with the General Plan for the following reasons:
   a. *The project is a commercial retail and food center, which is permitted under the General Commercial general plan designation.*
   b. *As demonstrated by the project plans attached to the report for PP2020-0005, the project supports Land Use Policy LU-5.9, which requires the project to adhere to the design and development guidelines established by the General Plan and Corona Municipal Code.*
   c. *The project is consistent with Land Use Policy LU-7.3, which encourages the integration of land uses within residential neighborhoods that support and are complementary to their primary function as living environments, including but not limited to schools, parks, trails, community centers, community meeting facilities, and other comparable uses that provide supporting services. The project is part of a mixed-use development that integrates two different land uses (residential and commercial) that support each other while also supporting trail activity.*
   d. *The project is consistent with Parks and Recreation Policies PR-6.2 and PR-6.3, by maintaining trail access into the Cleveland National Forest while avoiding impacts to natural habitats.*

*e. The proposal is required to provide adequate water storage to meet fire flow requirements, which complies with Infrastructure and Utilities Policies 1.5 and 1.9.*

4. The proposal is consistent with the C-3 zone for the following reasons:
   *The proposal complies with the C-3 zone because the proposed commercial center is permitted in the C-3 zone, and the site plan is capable of meeting all applicable property development standards and codes requirements that are established in the Corona Municipal Code for the C-3 zone.*

**BE IT FURTHER RESOLVED** that a copy of this Resolution be delivered to the City Clerk of said City and a copy thereof be sent to the applicant therefore at the address of said applicant as set forth in the application for said Precise Plan.

Adopted this 12th day of July, 2021.

_____
Craig Siqueland, Chair
Planning and Housing Commission
City of Corona, California

**ATTEST**:

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

I, Stella West, Secretary to the Planning and Housing Commission of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted in a regular session of said Planning and Housing Commission duly called and held on the 12th day of July, 2021, and was duly passed and adopted by the following vote, to wit:

**AYES:**

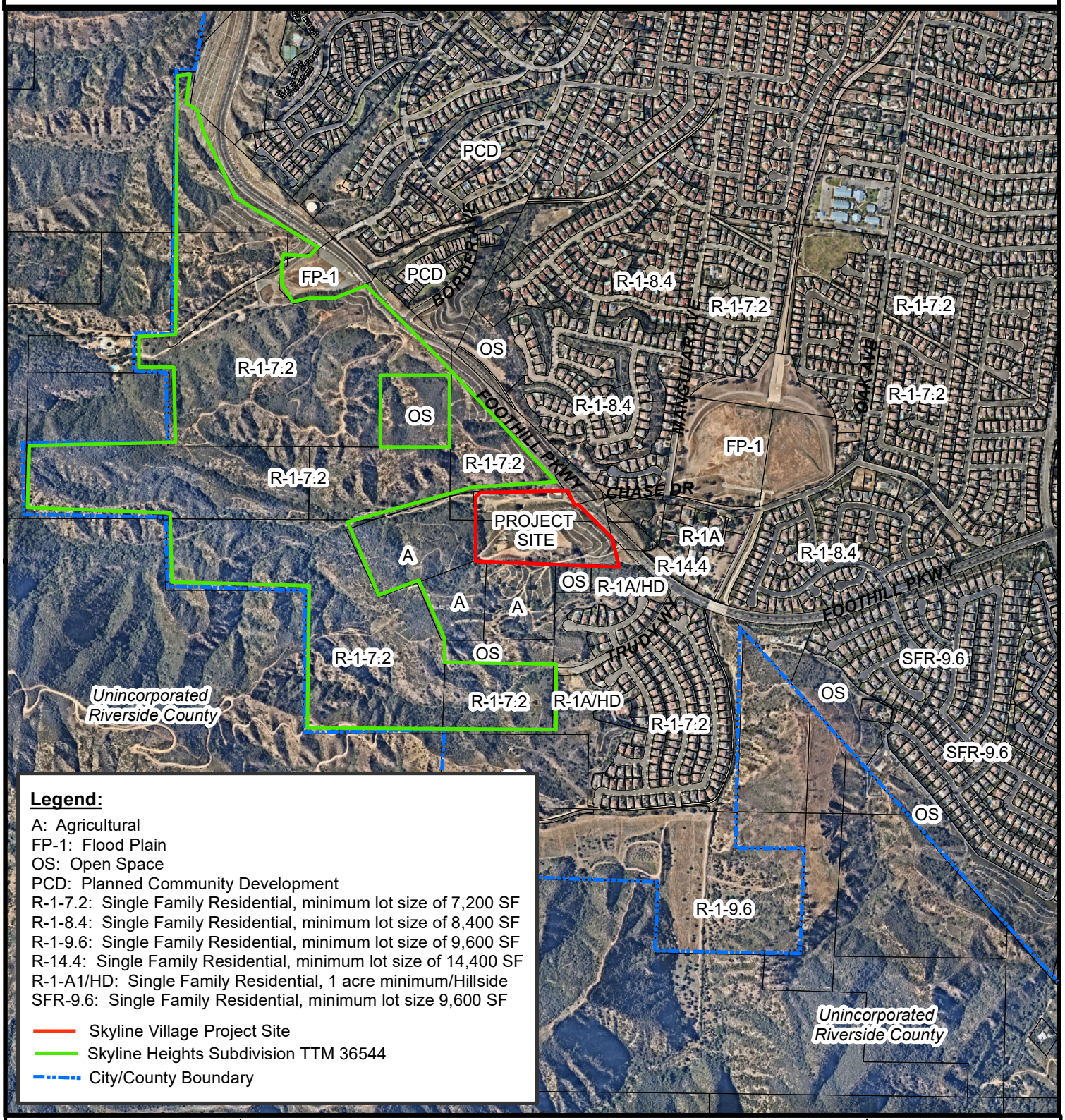
**NOES:**

**ABSENT:**

**ABSTAINED:**

_____
Stella West
Secretary, Planning and Housing Commission
City of Corona, California

# LOCATIONAL & ZONING MAP




**Legend:**

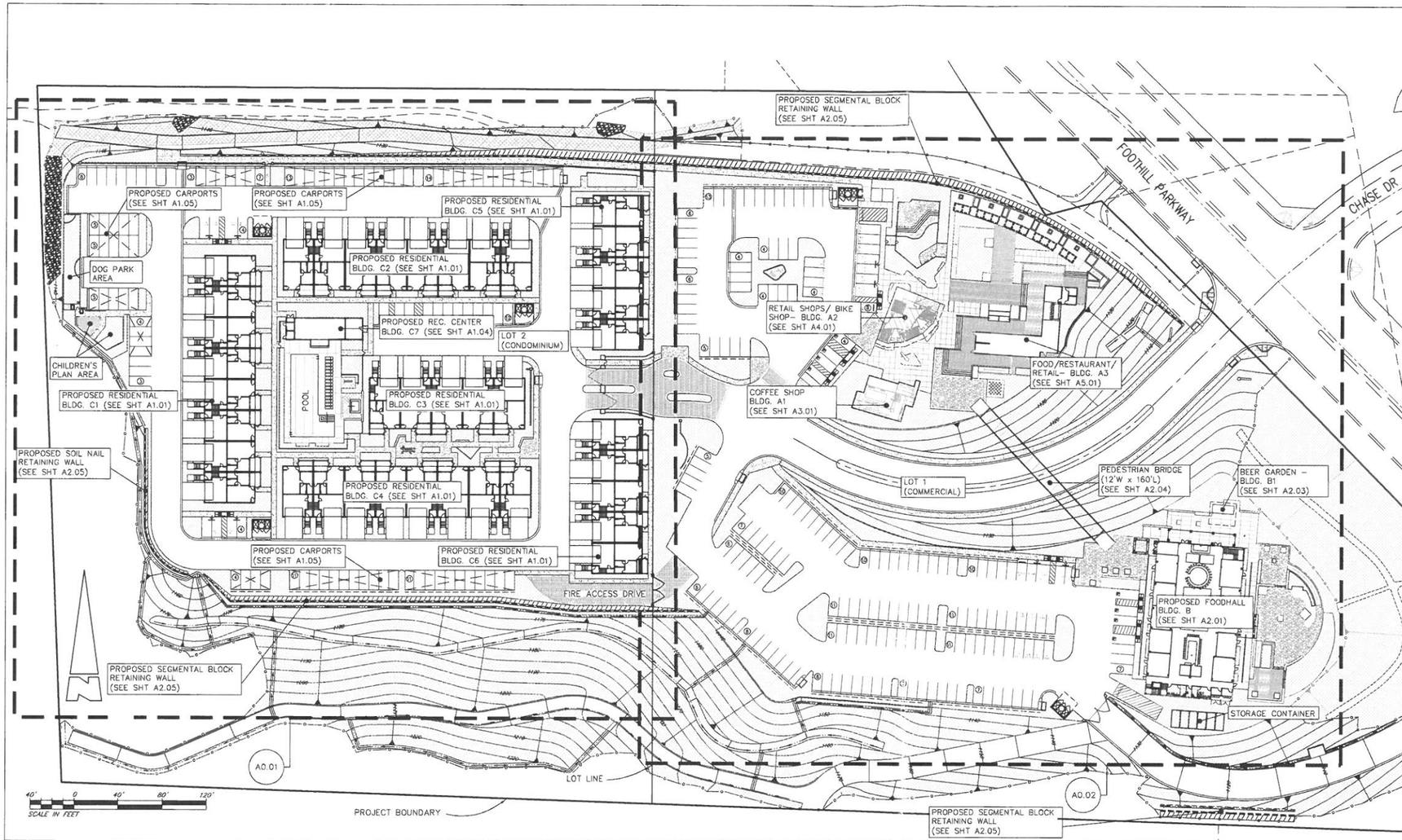
A: Agricultural
FP-1: Flood Plain
OS: Open Space
PCD: Planned Community Development
R-1-7.2: Single Family Residential, minimum lot size of 7,200 SF
R-1-8.4: Single Family Residential, minimum lot size of 8,400 SF
R-1-9.6: Single Family Residential, minimum lot size of 9,600 SF
R-14.4: Single Family Residential, minimum lot size of 14,400 SF
R-1-A1/HD: Single Family Residential, 1 acre minimum/Hillside
SFR-9.6: Single Family Residential, minimum lot size 9,600 SF

Skyline Village Project Site
Skyline Heights Subdivision TTM 36544
City/County Boundary

Date: 06/30/2021

GPA2020-0003, CZ2020-0002, TTM37691, PP2020-0005, & CUP2020-0001

EXHIBIT 2




## OVERALL SITE PLAN

1"=40'-0" | 09

## PROJECT SUMMARY

| | | |
|---|---|---|
| LOT 1 GROSS AREA = 351,800 SF (8.95 AC) | | |
| LOT 2 GROSS AREA = 389,736 SF (8.07 AC) | | |
| TOTAL GROSS AREA = 741,536 SF (17.02 AC) | | |
| BUILDING AREA = | 1.54 AC | 9.0% |
| PAVEMENT AREA = | 5.50 AC | 32.3% |
| LANDSCAPE/OPEN SPACE AREA = | 9.98 AC | 58.7% |
| TOTAL GROSS AREA = | 17.02 AC | 100.0% |

### LAND USE SUMMARY

| | |
|---|---|
| BUILDING A1 (COFFEE SHOP) | 1,568 SF |
| BUILDING A2 (RETAIL SHOPS/ BIKE SHOP) | 1,837 SF |
| BUILDING A3 (FOOD/ RESTAURANT) | 1,195 SF |
| BUILDING A3 (RETAIL SHOPS) | 1,200 SF |
| BUILDING B/B1 (FOODHALL-FOOD/BAR/PRODUCE) | 10,715 SF |
| BUILDING B (FOODHALL- SALON/SPA/OFFICE) | 9,200 SF |
| BUILDING C1-C6 (1 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C1-C6 (3 BDRM- 3-STORY RES. CONDO) | 39 UNITS |
| BUILDING C7 (POOL/RECREATION CENTER) | 1,400 SF |
| TOTAL: | 27,115 SF |

## BUILDING INFO / LAND USE | 01

### LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIM, CONSISTING OF THE MC KNIGHT LUCKEY AND TRIO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, DC. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS SOUTH 73° 16' EAST, 923.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO . 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO . 4, A PINE POST 4 INCHES SQUARE MARKED K 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 06' EAST 6797 FEET TO CORNER NO .1, THE POINT OF BEGINNING .

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

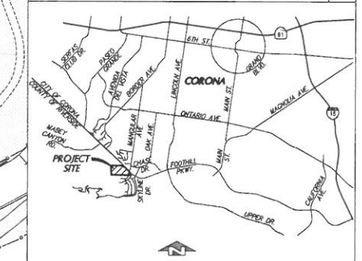
ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS

### ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## SITE INFO | 03




## VICINITY MAP | 04

### LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PROPOSED BUILDING LOCATIONS
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING - PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL - PAINTED
- RETAINING WALL - REFER TO CIVIL DRAWINGS

### BUILDING TABULATIONS - MULTI-FAMILY RESIDENTIAL

| 1 -UNIT BUILDING | GROSS AREA | 5 -UNIT BUILDING (C2, C3, C5, C6) | GROSS AREA | 8 -UNIT BUILDING (C1 & C4) | GROSS AREA | POOL/REC. CENTER BUILDING (C7) | GROSS AREA |
|---|---|---|---|---|---|---|---|
| ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | ROOF TERRACE - MAIN UNIT | | FIRST FLOOR | |
| DECK FLOOR SPACE | 1,157 SF | DECK FLOOR SPACE | 5,785 SF | DECK FLOOR SPACE | 9,256 SF | ROOM #1 | 920 SF |
| | | | | | | ROOM #2 | 325 SF |
| THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | THIRD FLOOR - MAIN UNIT | | RESTROOMS | 123 SF |
| LIVEABLE FLOOR SPACE | 1,253 SF | LIVEABLE FLOOR SPACE | 6,265 SF | LIVEABLE FLOOR SPACE | 10,024 SF | UTILITY ROOM | 32 SF |
| | | | | | | TOTAL BUILDING AREA | 1,400 SF |
| SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | SECOND FLOOR - MAIN UNIT | | | |
| LIVEABLE FLOOR SPACE | 1,094 SF | LIVEABLE FLOOR SPACE | 5,470 SF | LIVEABLE FLOOR SPACE | 8,752 SF | | |
| FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | FIRST FLOOR - MAIN UNIT | | | |
| GARAGE & CLOSET SPACE | 501 SF | GARAGE & CLOSET SPACE | 2,505 SF | GARAGE & CLOSET SPACE | 4,008 SF | | |
| ENTRY FOYER TO MAIN UNIT | 80 SF | ENTRY FOYER TO MAIN UNIT | 400 SF | ENTRY FOYER TO MAIN UNIT | 640 SF | | |
| FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | FIRST FLOOR - STUDIO UNIT | | | |
| LIVEABLE FLOOR SPACE | 659 SF | LIVEABLE FLOOR SPACE | 3,295 SF | LIVEABLE FLOOR SPACE | 5,272 SF | | |
| PATIO AREA | 131 SF | PATIO AREA | 655 SF | PATIO AREA | 1,048 SF | | |
| TOTAL FLOOR AREA | 3,587 SF | TOTAL FLOOR AREA | 17,935 SF | TOTAL FLOOR AREA | 28,696 SF | | |
| TOTAL PATIO/DECK AREA | 1,188 SF | TOTAL PATIO/DECK AREA | 6,440 SF | TOTAL PATIO/DECK AREA | 10,304 SF | | |
| TOTAL GROSS BLDG. AREA | 4,875 SF | TOTAL GROSS BLDG. AREA | 24,375 SF | TOTAL GROSS BLDG. AREA | 39,000 SF | | |

| OVERALL BUILDING SUMMARY | | TOTAL BUILDING AREA | TOTAL BUILDING FOOTPRINT AREA | TOTAL LIVEABLE FLOOR AREA |
|---|---|---|---|---|
| BUILDING C1 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C2 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C3 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C4 | 8 UNIT | 39,000 SF | 9,971 SF | 28,696 SF |
| BUILDING C5 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C6 | 5 UNIT | 24,375 SF | 6,229 SF | 17,935 SF |
| BUILDING C7 | 0 UNIT | 1,400 SF | 1,400 SF | 1,400 SF |
| TOTAL: | 78 UNITS | 191,525 SF | 50,000 SF | 141,293 SF |

| LOT COVERAGE CALCULATION - LOT 2 - RESIDENTIAL | |
|---|---|
| LOT 2 AREA | 351,800 SF |
| BUILDING FOOTPRINTS | 50,000 SF |
| LOT COVERAGE % | 14.21 % |

### BUILDING TABULATIONS - COMMERCIAL

| OVERALL BUILDING SUMMARY | TOTAL BUILDING FOOTPRINT AREA | TOTAL BUILDING FLOOR AREA |
|---|---|---|
| BUILDING A1 | 2,491 SF | 1,568 SF |
| BUILDING A2 | 1,843 SF | 1,837 SF |
| BUILDING A3 | 2,395 SF | 2,395 SF |
| BUILDING B/B1 | 11,529 SF | 19,915 SF |
| TOTAL: | 18,258 SF | 25,715 SF |

| BUILDING B/1 - FLOOR AREA SUMMARY | |
|---|---|
| FIRST FLOOR | |
| USEABLE FLOOR AREA - FOOD/BEER GARDEN | 7,465 SF |
| USEABLE FLOOR AREA - DELI | 1,000 SF |
| USEABLE FLOOR AREA - RETAIL/PRODUCE | 1,250 SF |
| USEABLE FLOOR AREA - RETAIL/MECHANDISE | 1,000 SF |
| TOTAL FLOOR AREA (1ST FLOOR)= | 10,715 SF |
| SECOND FLOOR | |
| USEABLE FLOOR AREA - DAY SPA | 4,700 SF |
| USEABLE FLOOR AREA - OFFICE | 4,500 SF |
| TOTAL FLOOR AREA (2ND FLOOR)= | 9,200 SF |

| PRIVATE OUTDOOR LIVING SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| STUDIO UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (133 SF/DU) | 5,109 SF | 1,950 SF |
| MAIN UNIT - PRIVATE OPEN OUTDOOR LIVING SPACE[1] (1,153 SF/DU) | 45,123 SF | 1,950 SF |
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |

| COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| RECREATION FACILITIES -DOG PARK | 1,305 SF | - SF |
| RECREATION FACILITIES -ACTIVE CHILD PLAY AREA | 1,752 SF | - SF |
| RECREATION FACILITIES -POOL/REC. CENTER AREA | 11,939 SF | 7,800 SF |
| COMMON OUTDOOR SPACE[2] | 4,780 SF | 7,800 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |

| PRIVATE & COMMON OPEN SPACE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| TOTAL PRIVATE OUTDOOR LIVING SPACE | 50,232 SF | 3,900 SF |
| TOTAL COMMON OPEN SPACE | 19,776 SF | 15,600 SF |
| TOTAL PRIVATE/COMMON OPEN LIVING SPACE | 70,008 SF | 19,500 SF |

| COMMON OPEN SPACE LANDSCAPE CALCULATION - LOT 2 - RESIDENTIAL | AREA PROVIDED | MIN. REQ'D AREA |
|---|---|---|
| REC. FACILITIES -DOG PARK (LANDSCAPE) | 1,305 SF | - SF |
| REC. FACILITIES -CHILD PLAY AREA (LANDSCAPE) | 1,040 SF | - SF |
| REC. FACILITIES -POOL/REC. CENTER AREA (LANDSCAPE) | 3,758 SF | - SF |
| COMMON OUTDOOR SPACE | 3,030 SF | 4,680 SF |
| TOTAL COMMON OPEN SPACE[3] | 9,133 SF | 4,680 SF |

FOOTNOTE:
1) 200 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 WITH NOT LESS THAN 25% OF THE TOTAL REQUIRED SPACE IS PROVIDED IN OUTDOOR LIVING SPACE CONTIGUOUS TO A DWELLING UNIT (I.E. 50 SF/DU)
2) 300 SF/DU MIN OUTDOOR LIVING SPACE PER SECTION 17.21.320 AND NOT LESS THAN 50% OF THE REQUIRED SPACE SHALL BE PROVIDED IN A SINGLE COMMON AREA WITH A MINIMUM DIMENSION OF 15 FEET AT ANY POINT
3) NOT LESS THAN 30% OF THE REQUIRED COMMON SPACE SHALL BE IN PERMANENT LANDSCAPING

| LOT COVERAGE CALCULATION LOT 1 - COMMERCIAL | |
|---|---|
| LOT 2 AREA | 389,737 SF |
| BUILDING FOOTPRINTS | 18,258 SF |
| LOT COVERAGE % = | 4.68 % |

| FLOOR AREA CALCULATION LOT 1 - COMMERCIAL | | |
|---|---|---|
| LOT 1 AREA | 389,737 SF | |
| BUILDING FLOOR AREA | 25,715 SF | |
| F.A.R. | = | 6.60 % |

### COMMERCIAL

| BUILDING | USES | GROSS FLOOR AREA (IN SQ. FT.) | REQUIRED PARKING RATIO | REQUIRED PARKING |
|---|---|---|---|---|
| BLDG. A1 | COFFEE SHOP | 1,568 | 1/100 | 16 STALLS |
| BLDG. A2 | RETAIL SHOPS/BIKE SHOP | 1,837 | 1/250 | 8 STALLS |
| BLDG. A3 | FOOD/RESTAURANT | 1,195 | 1/100 | 12 STALLS |
| BLDG. A3 | RETAIL SHOPS | 1,200 | 1/250 | 5 STALLS |
| BLDG. B/B1 | FOODHALL-FOOD/BEER GARDEN | 7,465 | 1/100 | 74 STALLS |
| BLDG. B | FOODHALL-DELI | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-RETAIL/PRODUCE | 1,250 | 1/250 | 5 STALLS |
| BLDG. B | FOODHALL-RETAIL/MECHANDISE | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-DAY SPA/NAIL SALON | 4,700 | 1/100 | 47 STALLS |
| BLDG. B | FOODHALL-OFFICE | 4,500 | 1/250 | 18 STALLS |
| | TOTAL: | 25,715 | | 193 STALLS |
| | | | PARKING PROVIDED (STANDARD STALLS): | 158 STALLS |
| | | | PARKING PROVIDED (ADA STALLS): | 8 STALLS |
| | | | PARKING PROVIDED (ECVS/EV/CP): | 27 STALLS |
| | | | TOTAL PARKING PROVIDED: | 193 STALLS |

### MULTIFAMILY

| BUILDING | USES | LIVEABLE SPACE (IN SQ. FT.) | PROPOSED UNIT COUNT | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO |
|---|---|---|---|---|---|---|---|
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. CONDO | 1,253 PER UNIT | 39 | 1.5 STALL/1 UNIT | 1 STALL/5 UNIT | 58.5 STALLS | 7.8 STALLS |
| BLDG. C1-C6 | 3 BDRM- 3-STORY RES. TOWNHOME | 2,018 PER UNIT | 39 | 2.5 STALL/1 UNIT | 1 STALL/5 UNIT | 97.5 STALLS | 7.8 STALLS |
| BLDG. C7 | POOL/RECREATION CENTER (1-STORY) | 1,400 | - | - | - | - | - |
| | TOTAL: | - | 78 | | | 156 STALLS | 15.6 STALLS |
| | | | | | PARKING PROVIDED (COVERED STALLS): | | 78 STALLS |
| | | | | | PARKING PROVIDED (GARAGE SPACES): | | 78 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED STALLS): | | 24 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | | 4 STALLS |
| | | | | | PARKING PROVIDED (UNCOVERED EV/VS STALLS): | | 6 STALLS |
| | | | | | TOTAL PARKING PROVIDED: | | 191 STALLS* |

*NOTE: EXCLUDES 78 ADDITIONAL DRIVEWAY SPACES FOR HOMEOWNER USE


### OWNER
COREY A. ADDISON LIVING TRUST
10206 ELM AVE
FONTANA, CA 92335
ATTN.: COREY ADDISON

### APPLICANT/DEVELOPER:
GF INVESTSMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN.: CHRIS BOWEN

### ENGINEER:
KWC ENGINEERS
1880 COMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TAING, P.E.

### SOILS ENGINEER:
LGC GEO-ENVIRONMENTAL, INC.
27570 COMMERCE CENTER DR,
SUITE 128 TEMECULA, CA. 92590
(951) 297-2450
ATTN: MARK BERGMANN CEG

### ARCHITECT:
DETAILS
370 W. GRAND BLVD., 205
CORONA, CA. 92882
(951) 452-9467
ATTN: NORMAN PEREZ


KWC ENGINEERS

STAMP

PROJECT NAME:

# Skyline Village

Tentative Tract Map 37691
City of Corona

SHEET TITLE

## OVERALL SITE PLAN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PROJECT NO.: 18.1847.1

LAST ISSUE DATE:

BY: _____ CHKD: _____

FILE: TOTAL-DWG.DWG

SHEET

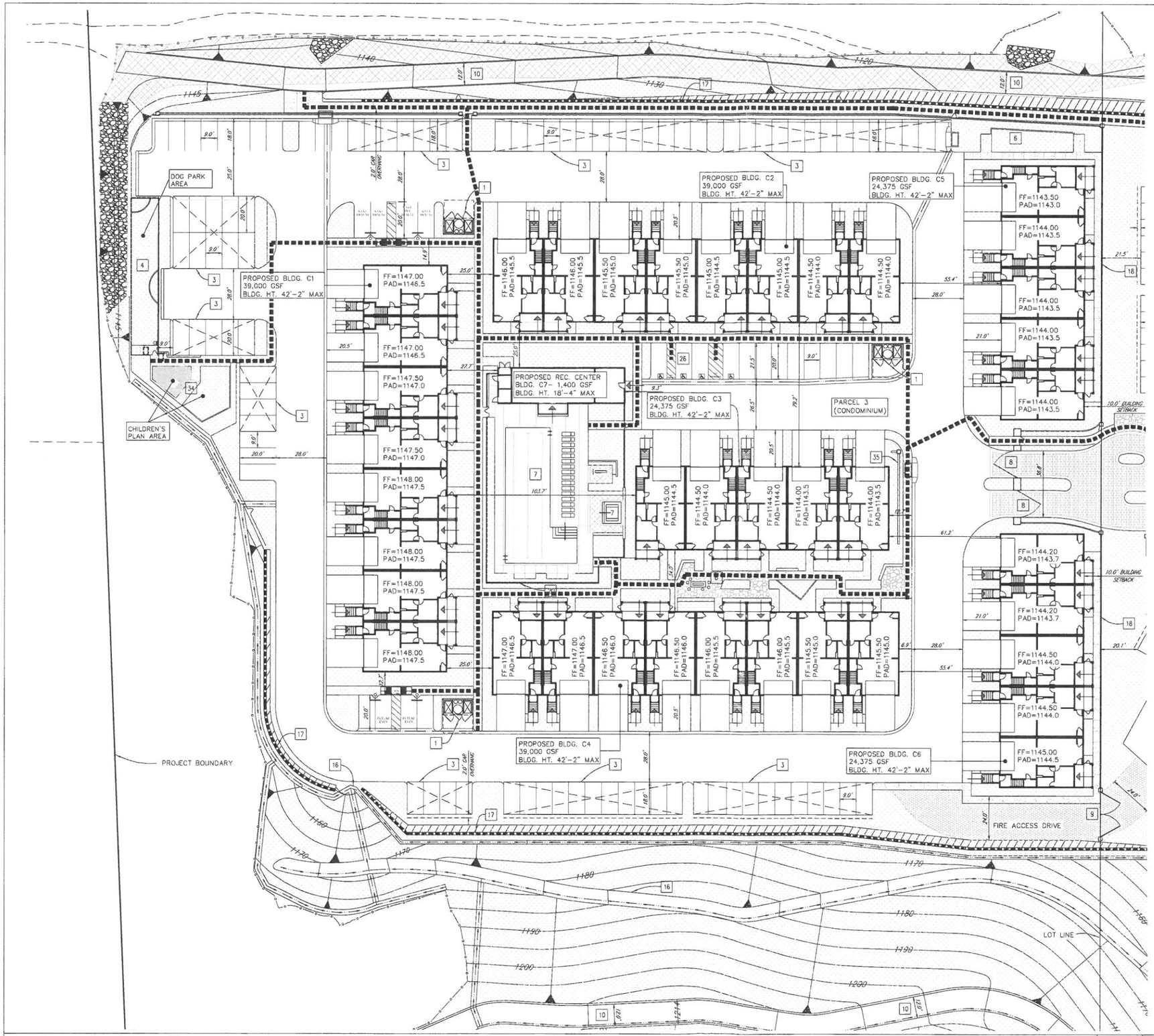
PROJECT STATISTICS AND BUILDING TABULATIONS | 20

PARKING SUMMARY | 15

DIRECTORY | 10

LEG

EXHIBIT 3.A




ENLARGED PLAN AT RESIDENTIAL BLOCK | 1"=20'-0" | 03

KEYNOTES

1 COVERED TRASH ENCLOSURE PER CITY OF CORONA STANDARDS
3 COVERED CARPORT LOCATIONS FUTURE SOLAR PANELS
4 DOG PARK
6 OUTDOOR SEATING AREA – RESIDENTS ONLY
7 SWIMMING POOL AND JACUZZI AREA
8 SECURITY ENTRANCE GATE AT RESIDENTIAL
9 LOCKED FIRE ACCESS GATE TURF BLOCK DRIVING SURFACE
10 PAVED/UNPAVED PRIVATE ACCESS OR MAINTENANCE ROAD
16 SITE DRAINAGE FEATURES–REFER TO CIVIL DRAWINGS
17 MSE 20 FT. MAX. RETAINING WALL LOCATIONS
18 TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
20 TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
26 ADA PARKING LOCATIONS
34 CHILDREN'S ACTIVE PLAY AREA
35 RESIDENTIAL ENTRY MONUMENT

NOTES | 01

LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
- RETAINING WALL – REFER TO CIVIL DRAWINGS

20' 0 20' 40' 80'
SCALE IN FEET

LEGEND | 02

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER
MARC C. TATRO
No. 64263
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE

ENLARGED SITE PLAN AT RESIDENTIAL BLOCK

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FILE: TOTAL-DWG.DWG

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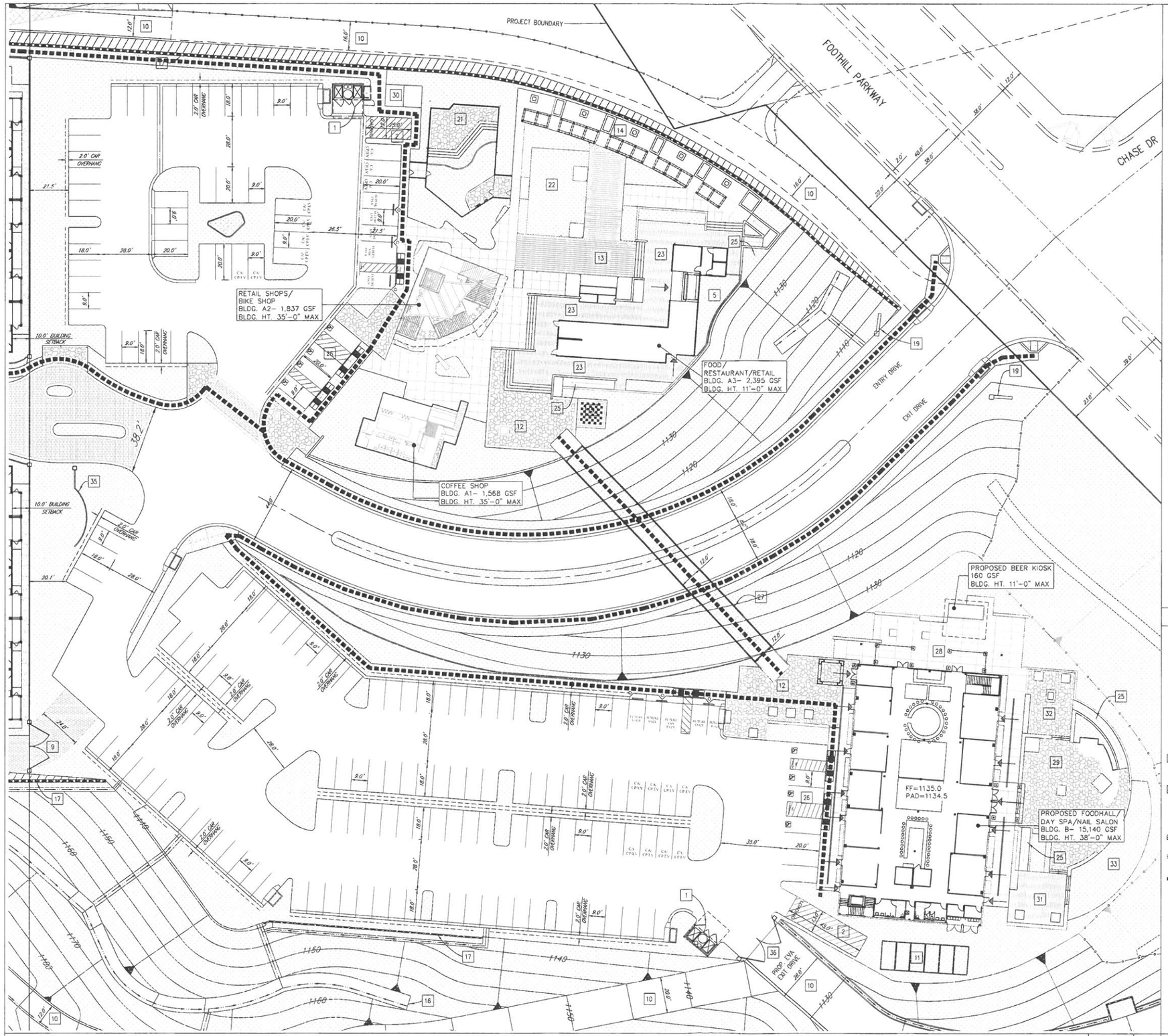


ENLARGED PLAN AT FOOD HALL / RETAIL BLDG | 1"=20'-0" | 03

## KEYNOTES

1. COVERED TRASH ENCLOSURE PER CITY OF CORONA STANDARDS
2. LOADING AREA
5. BACK OF HOUSE/ STORAGE
9. LOCKED FIRE ACCESS GATE TURF BLOCK DRIVING SURFACE
10. PAVED/UNPAVED PRIVATE ACCESS OR MAINTENANCE ROAD
11. CONTAINER STORAGE AREA
12. PEDESTRIAN ENTRY PLAZA
13. FESTOON LIGHTING
14. SEATING GARDEN WITH FIRE PIT
15. CHESS COURT
16. SITE DRAINAGE FEATURES –REFER TO CIVIL DRAWINGS
17. MSE 20 FT. MAX. RETAINING WALL LOCATIONS
19. CORNER ENTRY MONUMENT SIGN
21. RAISED SEATING TERRACE W/ FESTOON LIGHTS
22. LAWN W/ SEATING AND DISCOVERY PLAN
23. ELEVATED DINING TERRACE
25. ADA ACCESSIBLE RAMPS
26. ADA PARKING LOCATIONS
27. 12 FT. WIDE PEDESTRIAN BRIDGE
28. BEER GARDEN
29. DINING COURT
30. BIKE PARKING
31. GAME COURT
32. FIRE TERRACE
33. OVERLOOK LAWN
35. RESIDENTIAL ENTRY MONUMENT
36. EMERGENCY ACCESS GATE

NOTES | 01

## LEGEND

- ADA ACCESSIBLE PATHS OF TRAVEL
- PLANTED LANDSCAPED AREAS
- PAVED AREAS
- CONCRETE SIDEWALKS (REFER TO CIVIL FOR CURB CUTS)
- STRIPING AT CROSS WALKS
- LOCATION OF BUILDING AND RESIDENTIAL UNIT ENTRANCES
- TUBULAR STEEL AND STONE VENEER PILASTER FENCING – PAINTED
- TUBULAR STEEL SECURITY FENCING AT POOL – PAINTED
- RETAINING WALL – REFER TO CIVIL DRAWINGS

LEGEND | 02

KWC ENGINEERS

STAMP

REGISTERED PROFESSIONAL ENGINEER
No. 54283
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

PROJECT NAME:

# Skyline Village

Tentative Tract Map 37691
City of Corona

SHEET TITLE

## ENLARGED SITE PLAN AT COMMERCIAL BLOCK

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PROJECT NO.: 18.1847.1

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BY: CHKD:

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# Project Conditions
## City of Corona

**Project Number: PP2020-0005**

Description: **PRECISE PLAN FOR SKYLINE HEIGHTS**

Applied: **10/2/2020**

Approved:

Site Address: **FOOTHILL PARKWAY & CHASE DRIVE CORONA, CA 0**

Closed:

Expired:

Status: **RECEIVED**

Applicant:

,

Parent Project: **DPR2020-0008**

Details:

| LIST OF CONDITIONS | |
|---|---|
| **DEPARTMENT** | **CONTACT** |
| **BUILDING** | **Dana Andrews** |

1. Access, sanitary facilities, and parking shall comply with Title 24 Handicap Requirements.
2. Construction activity shall not occur between the hours of 8:00 pm to 7:00 am, Monday thru Saturday and 6:00 pm to 10:00 am on Sundays and Federal Holidays.
3. Provide draft stops in attic areas not to exceed 1,000 sq ft per U.B.C. Sec 708.3
4. Provide draft stops in attic areas in line with common walls.
5. Roofing material shall be Class A.
6. Walls and floors separating dwelling units in the same building shall not be less than 1-hour fire resistive construction.
7. Pool area shall be enclosed with fencing in compliance with Corona Municipal Code (CMC) Sec 15.24.
8. Plans for food preparation areas shall be approved by the Riverside County Health Dept. prior to plan check approval from this department.
9. Submit pool plans to Riverside County Health Department for approval.
10. Submit five (5) complete sets of plans including the following - * Plot Plan * Foundation Plan * Floor Plan * Ceiling and roof framing plan * Electrical Plans (electrical service shall be underground per Corona Municipal Code Section 15.06), including size of main switch, number and size of service entrance conductors, circuit schedule and demand load. * Plumbing and sewer plan, isometric, including underground diagram, water piping diagram, sewer or septic tank location, fixture units, gas piping and vents, heating and air conditioning diagram. * Landscape and Irrigation plans; Submit four (4) complete sets detached from building plans. Landscape Maintenance District plans shall be submitted directly to the Public Works Department. Landscape plans shall be approved prior to the issuance of any Building Permits.
11. Submit two (2) sets of structural calculations, energy conservation calculations and soils reports. Architects/Engineers stamp and wet signature is required prior to submittal of plan check.
12. Provide Method of both airborne and impact sound transmission control between dwelling units.
13. Upon tenant improvement plan check submittal there may be additional Building Department requirements.
14. Fees - a. Occupancy fee of $255.00 at the time of permit per unit. b. Property Development Tax at $960.00 per dwelling unit. c. Storm water drainage fee at $0.13 per square foot for Residential/ $0.025 per square foot for Commercial \u0026 Manufacturing. d. School Fees shall be paid prior to issuance of permit. Provide copy of receipt to the Building Department.
15. Separate permits are required for all fences, walls and paving.
16. Comply with the Corona Burglary Ordinance # 15.52. Copies are available at the Building Department counter.
17. All contractors must show proof of State and City licenses, and workmen's compensation insurance to the City prior to the issuance of permits.
18. Business' shall not open for operation prior to posting of Certificate of Occupancy issued by the Building Department.

| BUILDING | Dana Andrews |
|---|---|

19. All Fees Including Development Fees Must Be Paid in Full Prior to NIC or C of O Issuance
20. All Fees Including City Impact Fees Must Be Paid in Full Prior to NIC or C of O Issuance
21. Provide accessible parking calculations indicating the required number of accessible spaces including van spaces.
22. At the time of plan check please incorporate the required California Green Code Mandatory Measures such as E.V. and or Solar Ready, clean air vehicle parking, bicycle parking, best management practices and storm water pollution prevention, light pollution reduction, energy efficiency, indoor and outdoor water usage efficiency, construction waste management plan, etc. Provide the minimum number of EV, clean air, and carpool/vanpool parking spaces; minimum shade trees, bicycle parking and other site facilities as required by the California Green Building Standards Code.
23. Where 5 or more multifamily dwelling units are constructed, provide permanent recycling facilities for the building occupants for recycling of nonhazardous materials in compliance with the California Green Building Standards Code.
24. An approved Construction Waste Management Plan and Recycling Worksheets shall be kept on site and maintained by the applicant, and made available for inspection by City representatives at all times in accordance with the California Green Building Standards Code. Documentation which demonstrates compliance with the minimum recycling of waste materials required by CAL Green shall be provided to the building inspector prior to issuance of Certificate of Occupancy or Final Approval.
25. Trash and recycling enclosures shall be accessible per CBC chapter 11B and meet Public Works Department minimum dimensions for the City's waste hauler. Provide enlarged plans and details for construction of trash/recycling enclosures.
26. Construction documents shall be prepared in accordance to current applicable California Building Codes (2019 Codes).
27. Provide Accessible Route from public way. No abrupt changes in Path of Travel. Ramps shall not exceed 8.33% slope. Cross slope shall not exceed 2%
28. Provide list of Deferred Submittals. Add Construction Note: Deferred submittals shall be submitted to Building Dept for Review & Approval before beginning installation.
29. Provide a list of required Special Inspections & required Structural Observations per 2019 CBC section 1705.
30. In order to submit building plans for plan review, a permanent or temporary address must be issued for the project by the Public Works Department. Please apply for the address at least 3 weeks prior to submittal to allow for processing.

| FIRE | Cindi Schmitz |
|---|---|

1. A final Fire Protection Plan shall be required for the site prior to building plan submittal.
2. Place Fire Department DPR comments on plans as general notes.
3. Any revised site plan shall be submitted to the Fire Department for screen check approval prior to building plan submittal.
4. An electronic site plan shall be submitted to the fire department prior to C of O. This plan shall included but not limited to, building pads, exit doors, fire lanes, hydrant locations, riser locations, all utility shut-offs, etc.
5. Plans shall show a minimum drive width of 28 feet.
6. Show two (2) all weather surface access ways to be approved by the Fire Marshal and construct the access way(s) to accommodate 70,000 lbs. gross vehicle weight during all phases of construction.
7. All projects shall comply with the City of Corona Fire Department Site Construction Standard. A copy of which is available at the coronaca.gov. Projects shall have approved all weather access from two (2) directions and fire hydrants providing the required fire flow tested and accepted prior to combustible construction.
8. Provide a minimum twenty-five (25) foot inside and fifty (50) foot outside radius for access drive(s).
9. Street and drive grades shall not exceed 10% unless approved by the Fire Chief and City Engineer. Where 12% is show this must be concrete.
10. Meet with Corona Fire Department to determine locations of red curbing and signage by fire hydrants, fire department connections, and designated fire lanes on site.
11. A Knox Padlock shall be provided for gate(s) in this project. To apply for a Knox product visit https://www.knoxbox.com
12. A Knox Box shall be provided for this business. To apply for a Knox product visit https://www.knoxbox.com



(Continued on next page)

| FIRE | Cindi Schmitz |
|---|---|

13. A minimum fire flow of 2500 gallons per minute at 20 psi shall be provided for multi-family dwellings.
14. A minimum fire flow of 3000 gallons per minute at 20 psi shall be provided for commercial structures.
15. If over 500 lineal feet the fire service waterline shall be looped and provided with two (2) separate points of connection.
16. Fire hydrants are to be spaced a maximum 250 feet apart.
17. Provide one-hour constructed eaves for all commercial buildings located within two hundred (200) feet of wildland areas. The entire perimeter of the commercial building shall comply.
18. Provide Class A roofing material on all structures per the Corona Municipal Code.
19. The developer shall meet with Corona Fire Department prior to construction to determine the location of; Fire Department connections for sprinkler systems, post indicator valves, etc.
20. This development is located in an area that requires a fire facility fee of $231 and acre per the Corona Municipal Code. This fee is due prior to building permit issuance.
21. Prior to issuance of a building permit, a public safety radio communication study is required for this project. Consult with the fire department for specific requirements for this study or our guideline is available online at coronaca.gov/fire. A total of three radio studies will be required due to the amount of mass grading that will occur on this site.
22. Groves and weed abatement shall be maintained so as not to pose a fire hazard until time of development.
23. A specific address, assigned by the City of Corona, Public Works Department, shall be provided for each building as specified by the fire department address standard which can be obtained at coronaca.gov/fire. Addresses must be illuminated during all hours of darkness.
24. Fire extinguishers shall be provided prior to occupancy. Fire extinguishers shall bear a California State Fire Marshal's service tag; it shall be appropriately rated for the hazard; it shall be mounted so that the top of the extinguisher is no higher than five (5) feet above floor level; and shall be located such that the travel distance to an extinguisher does not exceed seventy-five (75) feet.
25. Required fire code permits will be applied for and processed prior to final inspection and/or certificate of occupancy, Fire code permit application and all other guidelines are available at coronaca.gov.
26. Storage, Use and Dispensing of hazardous materials shall be in accordance with the California Building and Fire Code.
27. Schedule Certificate of Occupancy inspection/building final inspection prior to occupancy of this structure/ improvement area.
28. At no time shall fire hydrants or fire lanes be blocked by building materials, storage, equipment, and/or vehicles.
29. Multiple unit buildings shall have suite number identification assigned by the Fire Department. Submit an exhibit for review and approval to the Fire Department. A copy of the Premise Identification Standard is available at coronaca.gov/fire
30. This project is located within the City's very-high fire hazard severity zone, show California Building Code Chapter 7A compliance on building plan submittal. Reference can be made to Wildland Urban Interface products at the office of the State Fire Marshal at www.osfm.fire.ca.gov
31. A sign showing the occupant load limit(s) shall be posted in a conspicuous place near the main exit from the room.
32. A detailed seating plan shall be submitted to the Fire Department for review and approval.
33. Obtain a Place of Assembly permit with the Corona Fire Department. You can obtain a permit application at coronaca.gov. Along with the application provide a complete floor/seating plan and submit it to the fire department for review and approval.

| PLANNING | |
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1. The project shall comply with all applicable requirements of the Corona Municipal Code (CMC) and ordinances and the relevant Specific Plan, if any, including the payment of all required fees.
2. The applicant or his successor in interest shall comply with the mitigation measures established in the Mitigated Negative Declaration for the Skyline Village Mixed-Use Project.



(Continued on next page)

**PLANNING**

3. To the fullest extent permitted by law, the applicant shall defend, indemnify and hold the City of Corona and its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries of any kind, in law or equity, in any manner arising out of, pertaining to, or incident to any attack against or attempt to challenge, set aside, void or annul any approval, decision or other action of the City of Corona, whether such approval, decision or other action was by its City Council, Planning and Housing Commission or other board, director, official, officer, employee, volunteer or agent. To the extent that Government Code Section 66474.9 applies, the City will promptly notify the applicant of any claim, action or proceeding made known to the City to which Government Code Section 66474.9 applies and the City will fully cooperate in the defense. The Applicant's obligations hereunder shall include, without limitation, the payment of any and all damages, consultant and expert fees, and attorney's fees and other related costs and expenses. The City shall have the right to retain such legal counsel as the City deems necessary and appropriate.
4. Nothing herein shall be construed to require City to defend any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action. If at any time Applicant chooses not to defend (or continue to defend) any attack against or attempt to challenge, set aside, void or annul any such City approval, decision or other action, the City may choose, in its sole discretion, to defend or not defend any such action. In the event that the City decides not to defend or continue the defense, Applicant shall be obligated to reimburse City for any and all costs, fees, penalties or damages associated with dismissing the action or proceeding. If at any time both the Applicant and the City choose not to defend (or continue to defend) any action noted herein, all subject City approvals, decisions or other actions shall be null and void. The Applicant shall be required to enter into any reimbursement agreement deemed necessary by the City to effectuate the terms of this condition.
5. The project shall comply with the construction design features for dust suppression as outlined below and in the Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021):

   Construction Design Features:
   1. All active construction areas shall be watered two (2) times daily.
   2. Speed on unpaved roads shall be reduced to less than 15 mph.
   3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
   4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
   5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
   6. Access points shall be washed or swept daily.
   7. Construction sites shall be sandbagged for erosion control.
   8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
   9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
   10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
   11. Replace the ground cover of disturbed areas as quickly possible.
   12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
   13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
   14. Construction equipment shall be maintained in proper tune.
   15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
   16. Minimize the simultaneous operation of multiple construction equipment units.
   17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
   18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
   19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
   20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
   21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

 (Continued on next page) 

| PLANNING | |
|---|---|

6. The developer shall avoid direct and indirect impacts to the sensitive areas identified as Feature A in the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services, dated December 17, 2020. In addition, the developer shall place a conservation easement, deed restriction, or other similar mechanism as accepted by the Community Development Department over the avoided areas (Feature A) within the project site for the purpose of protecting the avoided areas in perpetuity. The conservation easement, deed restriction, or acceptable similar mechanism shall be established prior to or at the time of the recordation of TTM 36791.
7. In order to avoid indirect impacts to the blueline stream, the 2:1 slopes and all areas adjacent to the stream shall be planted with the appropriate native plant species as determined by the project's biological consultant in coordination with the project's landscape architect and the City's landscape consultant. The landscape plans shall reflect the appropriate plant species for these areas at time of plancheck submittal.
8. The applicant shall have a certified arborist evaluate the feasibility of relocating the two existing oak trees on-site. If relocation is deemed not feasible, then the applicant shall replace the two existing oak trees with twelve (12) 60-inch box oak trees on site. The project's landscape plans shall identify the location of the 12 oak trees at time of plancheck submittal.
9. Landscape plans are required for the commercial project and shall be submitted to the City's Building Division for plancheck. At time of submittal, the applicant shall also submit a landscape and inspection deposit in the amount of $5,000 to the Planning Division for landscape plancheck and inspection services, which will be conducted by a landscape consultant. If the applicant elects to submit one landscape plan for both residential and commercial sites, then the deposit shall be increased to $10,000. Any money left remaining from the deposit will be returned to the applicant upon project completion.
10. During project grading and construction, the applicant shall implement the following design measures to minimize noise impacts to the surrounding area:
    • No impact pile driving activities shall be allowed on the project site.
    • During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
    • Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
    • Obtain a construction work permit from the City of Corona prior to starting construction.
11. At time of plancheck submittal, the project shall incorporate the design and construction measures selected by RK Engineering in the project's Corona CAP Screening Table (Appendix C of the Skyline Village Air Quality and Greenhouse Gas Impact Study).
12. The retaining walls shall be treated with an anti-graffiti coat and have vine planting installed to prevent graffiti. In addition, the retaining walls shall have a textured finish (e.g. splitface block).
13. All landscaping and fences and walls shall be completed prior to issuance of a Certificate of Occupancy for the commercial site.
14. This permit hereby allowed is conditional upon the privileges being utilized by the securing of the first permit thereof, or compliance with all conditions on the granting of this conditional use permit within two (2) years after the effective date thereof, and if they are not utilized, or construction work is not begun within said time and carried on diligently to completion, this authorization shall become void, and any privilege or permit granted shall be deemed to have lapsed.
15. All signage shall comply with the C-3 zone signage requirements established in Chapter 17.74 of the Corona Municipal Code. Permits shall be obtained from the Building and Planning Divisions prior to installation.
16. All parcel identification signs (monuments, entry, bridge signs) shall utilize diffused methods of lighting, such as exterior lighting, ground-mounted lighting, or backlighting. No internal illumination shall be permitted. In addition, the automatic dimmers shall be installed on the signs for nighttime hours.
17. All building signage that faces Foothill Parkway shall be non-illuminated. The LED screen for the retail/bike shop (Bldg A2) shall have an automatic nighttime dimmer installed. In addition, trees shall be densely installed within the plaza as shown on the conceptual landscape plan to screen the LED screen from Foothill Parkway.
18. The trash enclosures shall comply with city standards including organic waste bin requirements. The trash enclosures shall have a cover and painted to be consistent with the color palette of the commercial center.

 (Continued on next page) 

**PLANNING**

19. If outdoor live music is proposed, the developer shall submit to the Community Development Department for review an updated noise analysis analyzing the noise associated with the outdoor live music. The use shall demonstrate compliance with the City's performance standards for noise as regulated by CMC Section 17.84.040 and CMC Chapter 9.24.
20. Per the project's noise analysis (RK Engineering), the project shall comply with the following requirements to reduce long-term (operational) noise impacts to the nearby residential areas:
    • Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
    • All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
    • Truck deliveries, loading/unloading activity, and trash pick-up shall be limited to daytime (7 a.m. – 10 p.m.) hours only. This requirement shall be included in the project's CC&Rs.
    • Limit engine idling time for all trucks to 5 minutes or less.
21. Approval of PP2020-0005 is contingent upon approval of GPA2020-0003 and CZ2020-0002.

**PUBLIC WORKS**

1. 1. The Public Works and the Departments of Water and Power, Maintenance and Parks and Landscaping Conditions of Approval for the subject application shall be completed at no cost to any government agency. All questions regarding the intent of the conditions shall be referred to the Public Works Department Land Development Section. Should a conflict arise between City of Corona standards and design criteria and any other standards and design criteria, City of Corona standards and design criteria shall prevail.

   2. The developer shall comply with the State of California Subdivision Map Act and all applicable City ordinances and resolutions.

   3. Prior to map recordation or issuance of grading permit, the applicant shall demonstrate to the satisfaction of the Public Works Director that the proposed subdivision will not unreasonably interfere with the use of any easement holder of the property.

   4. All improvement and grading plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch Mylar and signed by a registered civil engineer or other registered/licensed professional as required.

   5. In the event that off-site right-of-way or easements are required for the City of Corona master plan facilities to comply with these conditions of approval, the developer is required to secure such right-of-way or easements at no cost to the City.

   6. All existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Corona ordinances.

   7. Prior to issuance of a Certificate of Occupancy, the developer shall cause the engineer of record to submit project base line work for all layers in AutoCAD DXF format on Compact Disc (CD) to the Public Works Department. If the required files are unavailable, the developer shall pay a scanning fee to cover the cost of scanning the as-built plans.

   8. The developer shall monitor, supervise and control all construction and construction related activities to prevent them from causing a public nuisance including, but not limited to, insuring strict adherence to the following:
   (a) Removal of dirt, debris or other construction material deposited on any public street no later than the end of each working day.
   (b) Construction operations, including building related activities and deliveries, shall be restricted to Monday through Saturday from 7:00 a.m. to 8:00 p.m., excluding holidays, and from 10:00 a.m. to 6:00 p.m. on Sundays and holidays, in accordance with City Municipal Code 15.04.060, unless otherwise extended or shortened by the Public Works Director or Building Official.
   (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

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Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code. In addition, the Public Works Director or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

9. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall ensure that a homeowner's association and/ or property owner's association is established for the purpose of accessing and maintaining all private streets, shared facilities, and common areas, including but not limited to maintenance access roads, slopes, landscaping, shared private utilities, shared retaining walls, and storm drain. The association documents, including any necessary Covenants, Conditions and Restrictions (CC&R's), shall be subject to the review and approval of the Public Works Department and shall be recorded concurrently with the Final Map.

10. Prior to map recordation or issuance of a building permit, whichever occurs first, the developer shall finish the construction or post security guaranteeing the construction of all public improvements. Said improvements shall include, but are not limited to, the following:
a) All street and traffic facilities, including modifications, on Foothill Parkway.
b) All drainage facilities including the catch basins at the project entrance.
c) All required grading, including erosion control.
d) All required sewer, water and reclaimed water facilities.
e) All required landscaping.
f) All under grounding of overhead utilities, except for cables greater than 32k volts.

11. All the grading design criteria shall be per City of Corona standards, Corona Municipal Code Title 15 Chapter 15.36 and City Council Ordinance Number 2568, unless otherwise approved by the Public Works Director.

12. Prior to approval of grading plans, the applicant shall submit two (2) copies of a soils and geologic report prepared by a Registered Engineer to the Public Works Department Land Development Section. The report shall address the soil's stability and geological conditions of the site. If applicable, the report shall also address: deep seated and surficial stability of existing natural slopes; modified natural slopes which are subject to fuel zones; manufactured slopes and stability along proposed daylight lines; minimum required setbacks from structures; locations and length of proposed bench drains, sub-drains or french drains; and any other applicable data necessary to adequately analyze the proposed development. The study shall also address slope stability in the earthquake fault zone and mitigate any potential sliding.

13. The development contains property that is located within the Alquist Priolo Special Study Zone. Prior to issuance of any grading permits, the applicant shall submit a fault study to locate and classify any faults within the development for peer review and approval by the City. The applicant shall comply with all mitigation as specified in the fault study to ensure compliance with the Alquist Priolo Special Studies Act.

14. Prior to issuance of any grading permit, the applicant shall guarantee the construction of the scour countermeasures required for the protection of the channel, adjacent maintenance road and retaining walls. The hydrologic scour analysis and recommendations are subject to review and approval with the final design.

15. Prior to approval of grading plans, erosion control plans and notes shall be submitted and approved by the Public Works Department Land Development Section.

16. Prior to approval of grading plans, the applicant shall obtain a General Construction Activity Storm Water Permit from the State Water Resources Control Board in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. Proof of filing a Notice of Intent (NOI) will be required by the City. The WDID # shall be displayed on the title sheet of the grading plans.

17. Prior to approval of grading plans, the applicant shall comply with the Federal Clean Water Act and shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be available at the project site for review.

2. 18. Prior to issuance of grading permit or construction of any improvements, a letter will be required from a qualified botanist,

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plant taxonomist or field biologist specializing in native plants, stating that an investigation and/or eradication of scale broom weed (Lepidospartum Squamatum) has been completed.

19. Prior to the issuance of a grading permit the developer shall submit recorded slope easements or written letters of permission from adjacent landowners in all areas where grading is proposed to take place outside of the project boundaries.

20. Prior to issuance of building permits, the developer shall cause the civil engineer of record and soils engineer of record for the approved grading plans to submit pad certifications and compaction test reports for the subject lots where building permits are requested.

21. Prior to release of grading security, the developer shall cause the civil engineer of record for the approved grading plans to submit a set of as-built grading plans with respect to Water Quality Control facilities.

22. Prior to issuance of any grading permit, any environmental Phase I and Phase II findings and recommended actions to remove contamination resulting from previous use of the subject site shall be implemented.

23. All City of Corona NPDES permit requirements for NPDES and Water Quality Management Plans (WQMP) shall be met per Corona Municipal Code Title 13 Chapter 13.27 and City Council Ordinance Numbers 2291 and 2828 unless otherwise approved by the Public Works Director.

24. Prior to the issuance of a grading permit, a Final WQMP, prepared in substantial conformance with the approved Preliminary WQMP, shall be submitted to the Public Works Land Development Section for approval. Upon its final approval, the applicant shall submit one copy on a CD-ROM in PDF format.

25. Prior to the issuance of the first Certificate of Occupancy, the applicant shall record Covenants, Conditions and Restrictions (CC&R's) or enter into an acceptable maintenance agreement with the City to inform future property owners to implement the approved WQMP.

26. Prior to issuance of the first Certificate of Occupancy, the applicant shall provide proof of notification to the future homeowners and/or occupants of all non-structural BMPs and educational and training requirements for said BMPs as directed in the approved WQMP.

27. Prior to issuance of Certificate of Occupancy, the applicant shall ensure all structural post construction BMPs identified in the approved project specific Final WQMP are constructed and operational.

28. All the drainage design criteria shall be per City of Corona standards and the Riverside County Flood Control and Water Conservation District standards unless otherwise approved by the Public Works Director.

29. The project site or portion of it lies within a flood-prone area. Prior to approval of any grading permits, the applicant shall identify the flood hazard area and the elevation of the base flood. Prior to the issuance of a Certificate of Occupancy the applicant shall secure FEMA's approval for a Letter of Map Revision (LOMR) to incorporate the flood hazard area and base flood elevations for the flooding source on the Flood Insurance Rate Map (FIRM).

30. Prior to recordation or approval of any improvement plans, the applicant shall submit a detailed hydrology study. Said study shall include the existing, interim and the ultimate proposed hydrologic conditions including key elevations, drainage patterns and proposed locations and sizes of all existing and proposed drainage devices. The hydrology study shall present a full breakdown of all the runoff generated on- and off-site.

31. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall address the following:
1) The project drainage design shall be designed to accept and properly convey all on- and off-site drainage flowing on or through the site.
2) The project drainage system design shall protect downstream properties from any damage caused by alteration of drainage patterns such as concentration or diversion of flow.

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3) All residential and non-residential lots shall drain toward an approved water quality or drainage facility. Once onsite drainage has been treated it may continue towards an approved public drainage facility.

32. Street design criteria and cross sections shall be per City of Corona standards, approved Specific Plan design guidelines and the State of California Department of Transportation Highway Design Manual unless otherwise approved by the Public Works Director.

33. Prior to map recordation, the applicant shall release and relinquish all vehicular access rights to the City of Corona along Foothill Parkway, except at approved intersections.

34. Prior to recordation or approval of improvement plans, the improvement plans submitted by the applicant shall include the following:
a) All driveways shall conform to the applicable City of Corona standards and shall be shown on the street improvement plans.
b) A dedicated right-turn lane from Foothill Parkway onto Chase Drive will be provided for access into the project site.
c) The traffic signal shall be improved as required by the City Traffic Engineer.
d) All street intersections shall be at ninety (90) degrees or as approved by the Public Works Director.
e) All reverse curves shall have a minimum tangent of fifty (50) feet in length.
f) Under grounding of existing and proposed utility lines.
g) Street lights.
h) All other public improvements shall conform to City of Corona standards.

35. The developer shall pave all streets and access roads having more than a 10 percent vertical grade with concrete subject to the approval by the Fire Department and Public Works Director.

36. Prior to approval of improvement plans, the improvement plans shall show all the streets to be improved to half width plus ten (10) additional feet, and the full signalized intersection at Chase Drive and Foothill Parkway, unless otherwise approved by the Public Works Director. At the discretion of the applicant, the existing pavement maybe cored to confirm adequate section and R values during the design process and any findings shall be incorporated into the project design. Therefore improvements may include full pavement reconstruction, grind and overlay, or slurry seal. All striping shall be replaced in kind.

37. Prior to release of public improvement security, the developer shall cause the civil engineer of record for the approved improvement plans to submit a set of as-built plans for review and approval by the Public Works Department.

3. 38. Prior to acceptance of improvements, the Public Works Director may determine that aggregate slurry, as defined in the Standard Specifications for Public Works Construction, may be required one year after acceptance of street(s) by the City if the condition of the street(s) warrant its application. All striping shall be replaced in kind. The applicant is the sole responsible party for the maintenance of all the improvements until said acceptance takes place.

39. All the potable water, reclaimed water, and sewer design criteria shall be per City of Corona Department of Water and Power standards and Riverside County Department of Health Services Standards unless otherwise approved by the Public Works and Department of Water and Power Directors.

40. Prior to map recordation or approval of improvement plans, whichever occurs first, the applicant shall obtain all necessary easements for offsite water and sewer facilities located with APN 275-080-034 (Lot "Q" of Tract No. 31955). If unable to acquire said easements, the applicant shall construct the "Alternative EVA Access Concept" shown in the conceptual precise plan.

41. Prior to issuance of any building permits, including model home permits, a domestic water and fire flow system shall be approved by the Public Works Department and constructed by the developer, to the satisfaction of the Public Works Director and Fire Department.

42. Prior to issuance of the first Certificate of Occupancy, all weather access road(s) shall be provided to all sewer manholes not located within public right-of-way.

43. Prior to improvement plans approval, the applicant shall ensure that all water meters, fire hydrants or other water

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appurtenances shall not be located within a drive aisle or path of travel.

44. Prior to issuance of any building permits, the developer shall pay all water and sewer fees, including but not limited to connection fees, wastewater treatment fees, sewer capacity fees and all other appropriate water and sewer fees.

45. Prior to map recordation or approval of improvement plans, the applicant shall submit final detailed potable water, reclaimed water, and sewer studies as required by the Department of Water and Power. The studies shall be prepared by a registered civil engineer, and shall be submitted to the Public Works Department Land Development Division for review and approval. As required, the studies shall analyze the existing and proposed sewer and water facilities, including the capacity of the water system to meet fire flow demands. Results of the system analysis may require special construction for the potable water, reclaimed water, and sewer systems, such as upsizing downstream sewer lines, installing pressure regulators, water reservoirs, booster pumps, special material for pipeline construction, backwater valves and construction of other appurtenances as necessary to serve the proposed development. Effects of the proposed development, engineering analysis and special construction requirements shall be submitted for review and approval by the Public Works Department and the Department of Water and Power.

46. Prior to building permit issuance, as required, the applicant shall purchase additional reservoir storage in compliance with Condition No. 51 of Tentative Tract Map 37691.

47. Prior to building permit issuance, the applicant shall construct or guarantee the construction of all required public improvements including but not limited to, potable water lines, sewer lines, potable water services, sewer laterals, reclaimed water services, double detector check assemblies, fire hydrants, and reduced pressure principle assemblies within the public right of way and-or easements.

48. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an on-site looped Zone 5, 12-inch ductile iron water main proposed by the water study or as required by the Department of Water and Power.

49. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of an 8-inch public offsite gravity sewer main in Foothill Parkway from Chase Drive to the existing sewer system southeast of the development proposed by the sewer study, or as required by the Department of Water and Power.

50. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of 8-inch public onsite gravity sewer mains proposed by the sewer study, or as required by the Department of Water and Power.

51. The applicant shall dedicate easements for all public water, reclaimed water, and sewer facilities needed to serve the project in accordance the Department of Water and Power standards. The minimum easement width shall be 20 feet for one utility and 30 feet for more than one public utility facility unless otherwise approved by the Department of Water and Power. All public water, reclaimed water, and sewer facilities shall be provided a minimum 20 foot wide paved access road unless otherwise approved by the Department of Water and Power General Manager or their designee. Structures and trees shall not be constructed or installed within a public utility easement.

52. Prior to map recordation or building permit issuance, whichever comes first, the applicant shall construct or guarantee the construction of a private fire system with double detector check assemblies at all public fire services to the satisfaction of the Department of Water and Power and Fire Department.

53. Fire Hydrants shall be a maximum 250-300 feet apart or as directed by the Fire Department.

54. Manhole rim elevations shall be lower than all pad elevations immediately downstream. Otherwise a back flow prevention valve will be required.

55. Static pressures exceeding 80 psi require an individual pressure regulator.

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56. Reclaimed water shall be used for any construction activity unless otherwise approved by the Department of Water and Power General Manager or their designee. Prior to obtaining a reclaimed construction meter from the City, a Reclaimed Water Application shall be submitted for the contractor to receive certification to handle reclaimed water.

57. Prior to map recordation the applicant shall annex the commercial property (Lot 1) and the residential property (Lot 2) into the City of Corona Community Facilities District 2016-3 (Maintenance Services), and the residential property into (CFD) 2016-1 (Public Services). All assessable parcels therein shall be subject to annual CFD charges (special taxes or assessments). The developer shall be responsible for all costs incurred during annexation into the CFDs.

4. 58. Prior to final map recordation the applicant shall prepare a disclosure statement indicating that the property is subject to association documents such as CC&Rs, and is within Community Facilities District(s) and will be subject to an annual levy. The disclosure statement shall be submitted for review and approval by the Public Works Department and shall be recorded concurrently with the final map.

59. Prior to issuance of a Certificate of Occupancy, all proposed parkway and slope landscaping specified with the tentative map exhibits or in these Conditions of Approval shall be constructed unless otherwise approved by the Public Works Director.

60. Prior to the issuance of a Certificate of Occupancy, any damage to existing landscape easement areas due to project construction shall be repaired or replaced by the developer, or developer's successors in interest, at no cost to the City of Corona.

61. Prior to map recordation, issuance of a building permit and/or issuance of a Certificate of Occupancy, the applicant shall pay all development fees, including but not limited to Development Impact Fees (DIF) per City Municipal Code 16.23, Transportation Uniform Mitigation Fees (TUMF) per City Municipal Code 16.21, and Multiple Species Habitat Conservation Plan (MSHCP) mitigation fees per City Municipal Code 13.33. Said fees shall be collected at the rate in effect at the time of fee collection as specified by the current City Council fee resolutions and ordinances.

DPR 2020-0003

# PRECISE PLAN
# SKYLINE VILLAGE -TENTATIVE TRACT MAP 37691
# IN THE CITY OF CORONA

## GENERAL NOTES:

1. PREPARED: AUGUST 2020
2. TOTAL PROJECT GROSS ACREAGE: 17.02 AC.
3. EXISTING GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL (3-6 DU/AC)
4. PROPOSED GENERAL PLAN DESIGNATION: MDR (6-15 DU/AC), GC
5. EXISTING LAND USE: AGRICULTURE
6. PROPOSED LAND USE: MDR (6-15 DU/AC), GC
7. EXISTING ZONING: AGRICULTURAL
8. PROPOSED ZONING: R-3 MF RES., C-3 GC
9. PROPOSED DENSITY (LOT 2): 9.66 DU/AC
10. ADJACENT LAND USE:

| NORTH: | EAST: |
|---|---|
| GENERAL PLAN - LDR | GENERAL PLAN - LDR |
| ZONING - R1-7.2 (7,200 SF MIN) | ZONING - R1-7.2, R1-8.4, R1-9.6 |
| EXISTING USE - VACANT | EXISTING USE - RESIDENTIAL |
| **SOUTH:** | **WEST:** |
| GENERAL PLAN - LDR | GENERAL PLAN - LDR |
| ZONING - AGRICULTURE | ZONING - AGRICULTURE |
| EXISTING USE - AGRICULTURE | EXISTING USE - VACANT |

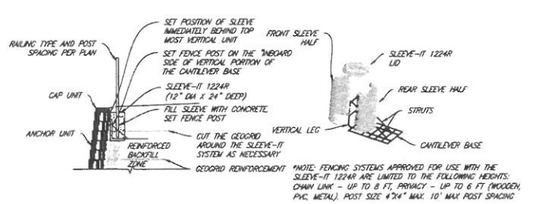
11. THOMAS BROTHERS GUIDE: RIVERSIDE COUNTY; PAGE 772, GRID A3
12. ALL EXISTING EASEMENTS AND IRREVOCABLE OFFERS OF DEDICATION THAT AFFECT THE PROPERTY BEING SUBDIVIDED ARE SHOWN ON THIS PARCEL MAP.
13. ALL EXISTING EASEMENTS ARE TO REMAIN IN THEIR DESIGNATED LOCATIONS UNLESS NOTED OTHERWISE.
14. THE SUBJECT PROPERTY IS WITHIN A SANTA ANA RIVER WATERSHED.
15. THE SUBJECT PROPERTY IS WITHIN AN UNMAPPED FLOOD ZONE X.
16. ALL PARTIES HAVING A BENEFICIARY INTEREST IN THE PROPERTY BEING SUBDIVIDED ARE AWARE OF AND CONSENT TO THE FILING OF THIS TENTATIVE TRACT MAP.

## LEGEND:

| | | | |
|---|---|---|---|
| EASEMENT LINE | 623.0 PE | PROP. PAD ELEV. | |
| PARCEL BOUNDARY | 620 | PROP. SURFACE ELEV. | |
| P.C.C. GUTTER | GB | GRADE BREAK | |
| P.C.C. CURB | FG | FINISHED GRADE | |
| RETAINING WALL | FS | FINISHED SURFACE | |
| STEM WALL | TC | TOP OF CURB | |
| PROPOSED STORM DRAIN WITH CATCH BASIN | FL | FLOWLINE | |
| TOP OF SLOPE | HP | HEIGHT OF WALL | |
| TOE OF SLOPE | LP | LOW POINT | |
| COVERED PARKING STRUCTURE | HP | HIGH POINT | |
| GEOGRID LIMITS | CG&G | CURB & GUTTER | |
| SOIL CEMENT LIMITS | TF | TOP OF FOOTING | |
| | TW | TOP OF WALL | |

## FIRE DEPARTMENT GENERAL NOTES:

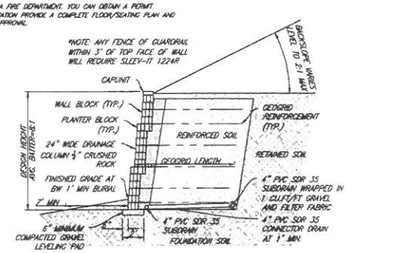
1. THE DEVELOPER WILL OBTAIN PLANTING PLAN APPROVAL FROM CFD PRIOR TO RECEIVING FINAL APPROVAL FROM ALL OTHER PERMITTING AGENCIES, WITHIN FMZ'S INTERIOR SLOPES/COMMON AREA LANDSCAPING: SMA, AND RPZ.
2. FMZ, SMA AND RPZ LAND AREAS WERE PURCHASED AND DEDICATED FOR THE PURPOSES OF WILDFIRE MAINTENANCE ACTIVITIES, BEAUTIFICATION, AND EROSION CONTROL. PROTECTED PLANTS AND HABITAT IDENTIFIED AFTER FUEL MODIFICATION PLAN APPROVAL THROUGH SURVEYS OR OTHER BIOLOGICAL PROGRAMS CANNOT BE RETROFITTED BACK WITHIN THE LIMITS OF THESE AREAS.
3. THE DEVELOPER IS RESPONSIBLE TO ENSURE THE CALCULATED REVENUE FROM HOMEOWNERS DUES, IS SUFFICIENT TO COVER THE COST OF FUTURE MAINTENANCE, BASED ON THE ORIGINALLY APPROVED DESIGN. CHANGES TO THE FUEL MODIFICATION AREAS OR INTERRUPTED MAINTENANCE ACTIVITIES BY THE FINAL LANDOWNER, AFTER THE FINAL LANDOWNER HAS ACCEPTED THE LONG-TERM MAINTENANCE RESPONSIBILITY, BECOME THE RESPONSIBILITY OF THE FINAL LANDOWNER.
4. WHEN A REQUIRED MAINTENANCE AREA IS LOCATED ON COMMONLY OWNED LAND, WHILE THE REQUIRED ZONE "A" IS LOCATED ON HOMEOWNERS LANDS, A WRITTEN DISCLOSURE REGARDING THE ZONE "A" AND VEGETATION REQUIREMENT IS REQUIRED TO BE SIGNED BY THE HOMEOWNER AND THE LOT NUMBER REFERENCED IN THE CC AND R'S.
5. THE FMZ, SMA AND RPZ SHALL BE MAINTAINED IN PERPETUITY FOR FIRE SAFETY PURPOSES, IN ACCORDANCE WITH RECORDED COVENANTS AND CC AND R'S, AND PROPERTY TITLE RESTRICTIONS.
6. PRIOR TO DROPPING OF LUMBER, CALL FOR A VEGETATION CLEARANCE INSPECTION. PRIOR TO DROPPING LUMBER, THE DEVELOPER/BUILDER SHALL PROVIDE A SEPARATION OF COMBUSTIBLE VEGETATION FOR A MINIMUM DISTANCE OF 100 FEET FROM THE LOCATION OF THE STRUCTURES. AND LUMBER STOCK-PILE. AN INSPECTION SIGN-OFF AND/OR RELEASE LETTER TO THE BUILDING DEPARTMENT IS REQUIRED.
7. ANY REVISED SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR SCREEN CHECK APPROVAL PRIOR TO BUILDING PLAN SUBMITTAL.
8. AN ELECTRONIC SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT PRIOR TO C. OF O. THIS PLAN SHALL INCLUDE BUT NOT LIMITED TO, BUILDING PADS, EXIT DOORS, FIRE LANES, HYDRANT LOCATIONS, RISER LOCATIONS, ALL UTILITY SHUT-OFFS, ETC.
9. PLANS SHALL SHOW A MINIMUM DRIVE WIDTH OF 28 FEET.
10. SHOW TWO (2) ALL WEATHER SURFACE ACCESS WAYS TO BE APPROVED BY THE FIRE MARSHAL AND CONSTRUCT THE ACCESS WAY(S) TO ACCOMMODATE 70,000 LBS. GROSS VEHICLE WEIGHT DURING ALL PHASES OF CONSTRUCTION.
11. ALL PROJECTS SHALL COMPLY WITH THE CITY OF CORONA FIRE DEPARTMENT SITE CONSTRUCTION STANDARD. A COPY OF WHICH IS AVAILABLE AT THE CORONACA.GOV. PROJECTS SHALL HAVE APPROVED ALL WEATHER ACCESS FROM TWO (2) DIRECTIONS AND FIRE HYDRANTS PROVIDING THE REQUIRED FIRE FLOW TESTED AND ACCEPTED PRIOR TO COMBUSTIBLE CONSTRUCTION.
12. PROVIDE A MINIMUM TWENTY-FIVE (25) FOOT INSIDE AND FIFTY (50) FOOT OUTSIDE RADIUS FOR ACCESS DRIVE(S).
13. STREET AND DRIVE GRADES SHALL NOT EXCEED 10% UNLESS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
14. MODIFY THE SITE PLAN TO PROVIDE AN ALL-WEATHER ACCESS WITHIN 150 FEET OF PORTIONS OF EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN UNOBSTRUCTED ROUTE AROUND THE EXTERIOR OF THE BUILDING.
15. MEET WITH CORONA FIRE DEPARTMENT TO DETERMINE LOCATIONS OF RED CURBING AND SIGNAGE BY FIRE HYDRANTS, FIRE DEPARTMENT CONNECTIONS, AND DESIGNATED FIRE LANES ON SITE.
16. A KNOX PADLOCK SHALL BE PROVIDED FOR GATE(S) IN THIS PROJECT. TO APPLY FOR A KNOX PRODUCT VISIT HTTPS://WWW.KNOXBOX.COM/
17. A KNOX BOX SHALL BE PROVIDED FOR THIS BUSINESS. TO APPLY FOR A KNOX PRODUCT VISIT HTTPS://WWW.KNOXBOX.COM/
18. A MINIMUM FIRE FLOW OF 2500 GALLONS PER MINUTE AT 20 PSI SHALL BE PROVIDED FOR MULTI-FAMILY DWELLINGS.
19. A MINIMUM FIRE FLOW OF 3000 GALLONS PER MINUTE AT 20 PSI SHALL BE PROVIDED FOR COMMERCIAL STRUCTURES.
20. IF OVER 500 LINEAL FEET THE FIRE SERVICE WATERLINE SHALL BE LOOPED AND PROVIDED WITH TWO (2) SEPARATE POINTS OF CONNECTION.
21. FIRE HYDRANTS ARE TO BE SPACED A MAXIMUM 250 FEET APART.
22. PROVIDE ONE-HOUR CONSTRUCTED EAVES FOR ALL HOMES LOCATED WITHIN TWO HUNDRED (200) FEET OF WILDLAND AREAS. ENTIRE HOUSE PERIMETER SHALL COMPLY.
23. A FIRE PROTECTION PLAN IS REQUIRED FOR THIS SITE. CONSULT WITH A QUALIFIED FRM TO PROVIDE A SUBMITTAL TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL. PROVIDE AT A MINIMUM BUT NOT LIMITED TO: FUEL MANAGEMENT, INGRESS AND EGRESS, STREET WIDTHS, TURN-OUTS, HYDRANT LOCATIONS ETC. IF ANY MITIGATION IS PROPOSED PROVIDE AN OFFICIAL ALTERNATIVE MATERIALS AND METHODS (AM & M) TO THE FIRE MARSHAL FOR REVIEW AND APPROVAL.
24. PROVIDE CLASS A ROOFING MATERIAL ON ALL STRUCTURES PER THE CORONA MUNICIPAL CODE.
25. THE DEVELOPER SHALL MEET WITH CORONA FIRE DEPARTMENT PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF: FIRE DEPARTMENT CONNECTIONS FOR SPRINKLER SYSTEMS, POST INDICATOR VALVES, ETC.
26. THIS DEVELOPMENT IS LOCATED IN AN AREA THAT REQUIRES A FIRE FACILITY FEE OF $0.31 AND ACRE PER THE CORONA MUNICIPAL CODE. THIS FEE IS DUE PRIOR TO BUILDING PERMIT ISSUANCE.
27. A PUBLIC SAFETY RADIO COMMUNICATION STUDY IS REQUIRED FOR THIS PROJECT. CONSULT WITH THE FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS FOR THIS STUDY OR OUR GUIDELINE IS AVAILABLE ONLINE AT CORONACA.GOV/FIRE.
28. GROWTH AND WEED ABATEMENT SHALL BE MAINTAINED SO AS NOT TO POSE A FIRE HAZARD UNTIL TIME OF DEVELOPMENT.
29. FIRE EXTINGUISHERS SHALL BE PROVIDED PRIOR TO OCCUPANCY. FIRE EXTINGUISHERS SHALL BEAR A CALIFORNIA STATE FIRE MARSHAL'S SERVICE TAG. IT SHALL BE APPROPRIATELY RATED FOR THE HAZARD. IT SHALL BE MOUNTED SO THAT THE TOP OF THE EXTINGUISHER IS NO HIGHER THAN FIVE (5) FEET ABOVE FLOOR LEVEL, AND SHALL BE LOCATED SUCH THAT THE TRAVEL DISTANCE TO AN EXTINGUISHER DOES NOT EXCEED SEVENTY-FIVE (75) FEET.
30. REQUIRED FIRE CODE PERMITS WILL BE APPLIED FOR AND PROCESSED PRIOR TO FINAL INSPECTION AND/OR CERTIFICATE OF OCCUPANCY. FIRE CODE PERMIT APPLICATION AND ALL OTHER GUIDELINES ARE AVAILABLE AT CORONACA.GOV.
31. STORAGE, USE AND DISPENSING OF HAZARDOUS MATERIALS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA BUILDING AND FIRE CODE.
32. SCHEDULE CERTIFICATE OF OCCUPANCY INSPECTION/BUILDING FINAL INSPECTION PRIOR TO OCCUPANCY OF THIS STRUCTURE/ IMPROVEMENT AREA.
33. AT NO TIME SHALL FIRE HYDRANTS OR FIRE LANES BE BLOCKED BY BUILDING MATERIALS, STORAGE, EQUIPMENT, AND/OR VEHICLES.
34. MULTIPLE UNIT BUILDINGS SHALL HAVE SUITE NUMBER IDENTIFICATION ASSIGNED BY THE FIRE DEPARTMENT. SUBMIT AN EXHIBIT FOR REVIEW AND APPROVAL TO THE FIRE DEPARTMENT. A COPY OF THE PREMISE IDENTIFICATION STANDARD IS AVAILABLE AT CORONACA.GOV/FIRE
35. THIS PROJECT IS LOCATED WITHIN THE CITY'S VERY-HIGH FIRE HAZARD SEVERITY ZONE. SHOW CALIFORNIA BUILDING CODE CHAPTER 7A COMPLIANCE ON BUILDING PLAN SUBMITTAL. REFERENCE CAN BE MADE TO WILDLAND URBAN INTERFACE PRODUCTS AT THE OFFICE OF THE STATE FIRE MARSHAL AT WWW.OSFM.FIRE.CA.GOV
36. A SIGN SHOWING THE OCCUPANT LOAD LIMIT(S) SHALL BE POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT FROM THE ROOM.
37. A DETAILED SEATING PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.
38. OBTAIN A PLACE OF ASSEMBLY PERMIT WITH THE CORONA FIRE DEPARTMENT. YOU CAN OBTAIN A PERMIT APPLICATION AT CORONACA.GOV. ALONG WITH THE APPLICATION PROVIDE A COMPLETE FLOOR/SEATING PLAN AND SUBMIT IT TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL.




*NOTE: FENCING SYSTEMS APPROVED FOR USE WITH THE SLEEVE-IT 1224R ARE LIMITED TO THE FOLLOWING HEIGHTS: CHAIN LINK - UP TO 8 FT, PRIVACY - UP TO 6 FT (WOODEN, PVC, METAL). POST SIZE 4"X4" MAX. 10' MAX POST SPACING

DETAIL OF FENCE POST INSTALLATION USING SLEEVE-IT 1224R

NOT TO SCALE




PLANTABLE GEOGRID REINFORCED WALL SECTION

NOT TO SCALE

## EASEMENTS:

ITEMS SHOWN HEREON WERE PLOTTED FROM RECORD DATA BASED ON SCHEDULE "B" DOCUMENTS FROM THE WESTERN RESOURCES TITLE COMPANY, REPORT NO. 157300, DATED DECEMBER 1, 2020.
BY A △: NON-PLOTTABLE EASEMENTS ARE INDICATED BY A □.

△ AN AGREEMENT FOR ACCESS AND MINING PURPOSES, IN FAVOR OF PACIFIC CLAY MANUFACTURING COMPANY, RECORDED MAY 8, 1902 IN BOOK 143, PAGE 68 OF DEEDS. **(BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)**

△ A RIGHT OF WAY FOR DITCHES AND CANALS AS RESERVED BY THE UNITED STATES OF AMERICA IN THE PATENT RECORDED JULY 20, 1910 IN BOOK 6 OF PATENTS, PAGE 3. **(BLANKET IN NATURE, LOCATION OF EASEMENT NOT DISCLOSED IN DOCUMENT)**

△ TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "RIGHT OF WAY AGREEMENT", RECORDED FEBRUARY 5, 1980 AS INSTRUMENT NO. 23858 OF OFFICIAL RECORDS. **(ACCESS RIGHT IN FAVOR OF PROPERTY OWER PCPC PAR. 2070-105)**

△ AN EASEMENT FOR ACCESS AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO 262207. **(TO BE ABANDONED & RE-DEDICATED)**

△ AN EASEMENT FOR SLOPE, DRAINAGE, AND TEMPORARY CONSTRUCTION AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF CORONA, RECORDED JUNE 8, 2010 AS INSTRUMENT NO 262208. **(TO BE VACATED/ABANDONED)**

△ VACATION OF A PORTION OF THE ACCESS EASEMENT (INSTRUMENT NO 262207) IN FAVOR OF THE PROPERTY OWNER, RECORDED JUNE 8, 2010 AS INSRUMENT NO 487787. **(REMAINED)**

△ AN EASEMENT FOR SLOPE PURPOSES, WHICH INCLUDE THE RIGHT TO FOREVER CONSTRUCT, MAINTAIN, IMPROVE, ALTER, RELOCATE, INSPECT, OCCUPY AND USE A SLOPE OVER, UNDER, AND ACROSS THE SLOPE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93403. **(TO BE VACATED/ABANDONED)**

△ AN EASEMENT FOR DRAINAGE PURPOSES, WHICH INCLUDE THE RIGHT TO LOCATE AND MAINTAIN ON THE DRAINAGE EASEMENT PROPERTY BOTH SUBTERRANEAN AND ABOVE-GROUND DRAINAGE IMPROVEMENTS AS MAY BE REQUIRED BY THE FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT PLANS, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93404. **(TO REMAIN)**

△ AN EASEMENT FOR TEMPORARY CONSTRUCTION PURPOSES, WHICH INCLUDE THE RIGHT TO ENGAGE IN CONSTRUCTION, MAINTENANCE, AND RELATED ACTIVITIES OVER, UNDER, ALONG, AND ACROSS THE EASEMENT PROPERTY, IN FAVOR OF THE CITY OF CORONA, RECORDED MARCH 9, 2015 AS INSTRUMENT NO 93405. **(REMOVED)**

△ A PROPOSED EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR HOA MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD ACCESS AND MAINTENANCE PURPOSES (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF APN 275-080-021 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR PUBLIC TRAIL ACCESS IN FAVOR OF CITY OF CORONA (PLOTTED HEREON)

△ A PROPOSED OFF SITE EASEMENT FOR PUBLIC UTILITY AND EMERGENCY INGRESS/EGRESS IN FAVOR OF CITY PER SEPARATE INSTRUMENT (SEE NOTE 1)

△ A PROPOSED EASEMENT FOR TRAIL ACCESS IN FAVOR OF LOT 1 (PLOTTED HEREON)

△ CITY R/W PROPERTY TO BE ACQUIRED BY DEVELOPER PER AGREEMENT WITH CITY OF CORONA (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 1 (PLOTTED HEREON)

△ A PROPOSED EASEMENT FOR FUEL MOD MAINTENANCE IN FAVOR OF LOT 2 (PLOTTED HEREON)

△ A PROPOSED OFF SITE EASEMENT FOR UTILITY AND ACCESS PURPOSES IN FAVOR OF TRACT 37691 PER SEPARATE INSTRUMENT. (SEE NOTE 1)

NOTE 1: SHOULD THE PROPOSED OFFSITE UTILITY AND ACCESS EASEMENT CANNOT BE OBTAINED, THE PROJECT DEVELOPMENT AS A CONDITION OF APPROVAL WILL BE REQUIRED TO PERFECT THE ALTERNATIVE EVA ACCESS CONCEPT SHOWN ON SHEET 5 HEREON.

## LEGAL DESCRIPTION:

THAT PATENTED PLACER MINING CLAIM KNOWN AS LOT NO. 4045, KNOWN AS THE MC KNIGHT CONSOLIDATED CLAY PLACER MINING CLAIMS, CONSISTING OF THE MC KNIGHT LUCKY AND TRIO PLACER CLAIMS, AND LYING IN SECTIONS 3 AND 10 OF TOWNSHIP 4 SOUTH, RANGE WEST, SAN BERNARDINO BASE AND MERIDIAN AND SHOWN BY MINERAL SURVEY NO. 4045, ON FILE IN THE GENERAL LAND OFFICE, WASHINGTON, D.C. DESCRIBED AS FOLLOWS:

BEGINNING FOR THE DESCRIPTION OF THE MC KNIGHT PLACER CLAIM AT CORNER NO. 1, A PINE POST 4 INCHES SQUARE, MARKED K. 1 S. 4045, WITH MOUND OF STONE, FROM WHICH STATION NO. 15 OF THE RANCHO LA SIERRA BEARS: SOUTH 71° 16' EAST, 923.5 FEET DISTANT;

THENCE FIRST COURSE, NORTH 89° 05' WEST, 1299 FEET TO CORNER NO. 2, A PINE POST 4 INCHES SQUARE, MARKED K. 2 S. 4045, WITH MOUND OF ROCKS; THENCE SECOND COURSE, NORTH 02° 57' WEST, 633.5 FEET TO CORNER NO. 3, A PINE POST 4 INCHES SQUARE, MARKED K. 3 S. 4045, WITH MOUND OF ROCKS; THENCE THIRD COURSE, NORTH 89° 27' EAST, 1189 FEET TO CORNER NO. 4, A PINE POST 4 INCHES SQUARE MARKED K 4 S. 4045, WITH MOUND OF ROCKS; THENCE FOURTH COURSE, SOUTH 12° 06' EAST 679.7 FEET TO CORNER NO. 1, THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY VEINS OF LODES OF QUARTZ, OR OTHER ROCK IN PLACE BEARING GOLD, SILVER, CINNABAR, LEAD, TIN, COPPER OR OTHER VALUABLE DEPOSITS WITHIN THE LAND ABOVE DESCRIBED, WHICH MAY HAVE BEEN DISCOVERED OR KNOWN TO EXIST ON OR PRIOR TO THE 2ND DAY OF FEBRUARY, 1903.

ALSO EXCEPTING THEREFROM PARCEL 2070-105 AS SHOWN BY RECORD OF SURVEY RECORDED OCTOBER 23, 1978 IN BOOK 64, PAGES 75 TO 79, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ALSO EXCEPTING SAID PORTION GRANTED TO THE CITY OF CORONA, A CALIFORNIA MUNICIPAL CORPORATION AS DESCRIBED IN DEED RECORDED JUNE 8, 2010 AS INSTRUMENT NO. 262206 OF OFFICIAL RECORDS.

## ASSESSOR'S PARCEL NUMBERS

275-050-014 AND 275-080-041

## BASIS OF BEARINGS:

THE BASIS OF BEARINGS SHOWN HEREON ARE BASED ON THE CITY OF CORONA GPS MONUMENTS NO. 1183 DMY DAM (N: 2254579.060, E: 6152363.939 AND NO. 3039 LINDSON 2 1953 (N: 2249760.701, E: 6154840.535), BEING N 27°12'10" W.

## TOTAL SITE ESTIMATED CUT/FILL VOLUMES

| | |
|---|---|
| CUT VOLUME | 545,900 CY. |
| FILL VOLUME | 81,000 CY. |
| NET TOTAL | 434,900 CY CUT |

NOTES:
1) EARTHWORK VOLUMES ARE ESTIMATED BASED ON-SITE AND OFFSITE GRADING BOUNDARIES.
2) EARTHWORK VOLUMES BASED ON COMPARISON TO EXISTING TOPO DATED OCT. 2018.

## STREET FRONTAGE LENGTH

FOOTHILL PARKWAY = 560 LF

## PROJECT AREA SUMMARY

| | | |
|---|---|---|
| PARCEL 1 GROSS AREA = | 351,800 SF | (8.95 AC) |
| PARCEL 2 GROSS AREA = | 389,736 SF | (8.07 AC) |
| TOTAL GROSS AREA = | 741,536 SF | (17.02 AC) |
| BUILDING AREA = | 1.54 AC. | 9.0% |
| PAVEMENT AREA = | 5.50 AC. | 32.3% |
| LANDSCAPE AREA = | 5.50 AC. | 32.3% |
| OPEN SPACE AREA = | 4.48 AC. | 26.4% |
| TOTAL GROSS AREA = | 17.02 AC. | 100.0% |

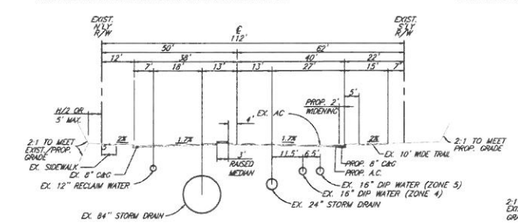
## BUILDING & PARKING SUMMARY

| BUILDING | USES | GROSS FLOOR AREA (IN SQ. FT.) | REQUIRED PARKING RATIO | REQUIRED PARKING |
|---|---|---|---|---|
| BLDG. A1 | COFFEE SHOP | 1,368 | 1/100 | 16 STALLS |
| BLDG. A2 | RETAIL SHOPS/BIKE SHOP | 1,837 | 1/250 | 8 STALLS |
| BLDG. A3 | FOOD/RESTAURANT | 1,195 | 1/100 | 12 STALLS |
| BLDG. A3 | RETAIL SHOPS | 1,200 | 1/250 | 5 STALLS |
| BLDG. B/B1 | FOODHALL-FOOD/BEER GARDEN | 7,465 | 1/100 | 74 STALLS |
| BLDG. B | FOODHALL-DELI | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-RETAIL/PRODUCE | 1,250 | 1/250 | 5 STALLS |
| BLDG. B | FOODHALL-RETAIL/MERCHANDISE | 1,000 | 1/250 | 4 STALLS |
| BLDG. B | FOODHALL-DAY SPA/NAIL SALON | 4,700 | 1/100 | 47 STALLS |
| BLDG. B | FOODHALL-OFFICE | 4,500 | 1/250 | 18 STALLS |
| | TOTAL: | 25,715 | | 193 STALLS |
| | | | PARKING PROVIDED (STANDARD STALLS): | 158 STALLS |
| | | | PARKING PROVIDED (ADA STALLS): | 8 STALLS |
| | | | PARKING PROVIDED (EVS/CV/EV): | 27 STALLS |
| | | | TOTAL PARKING PROVIDED: | 193 STALLS |

## BUILDING & PARKING SUMMARY

| BUILDING | USES | LINEABLE SPACE IN SQ. FT. | PROPOSED UNIT COUNT | REQ'D COVERED PARKING RATIO | REQ'D UNCOVERED PARKING RATIO | REQ'D COVERED PARKING STALLS | REQ'D UNCOVERED PARKING STALLS |
|---|---|---|---|---|---|---|---|
| BLDG. C1-C6 | 1 BDRM- 3-STORY RES. CONDO | 652 PER UNIT | 39 | 1.5 STALL/1 UNIT | 1 STALL/5 UNIT | 58.5 STALLS | 7.8 STALLS |
| BLDG. C1-C6 | 3 BDRM- 3-STORY RES. TOWNHOME | 2,828 PER UNIT | 39 | 2.5 STALL/1 UNIT | 1 STALL/5 UNIT | 97.5 STALLS | 7.8 STALLS |
| BLDG. C7 | POOL/RECREATION CENTER (1-STORY) | 1,400 | - | - | - | - | - |
| | TOTAL: | - | 78 | | | 156 STALLS | 15.6 STALLS |
| | | | | | PARKING PROVIDED (COVERED STALLS): | 79 STALLS | |
| | | | | | PARKING PROVIDED (GARAGE SPACES): | 78 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED STALLS): | 24 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED ADA STALLS): | 4 STALLS | |
| | | | | | PARKING PROVIDED (UNCOVERED EVS STALLS): | 6 STALLS | |
| | | | | | TOTAL PARKING PROVIDED: | 191 STALLS* | |

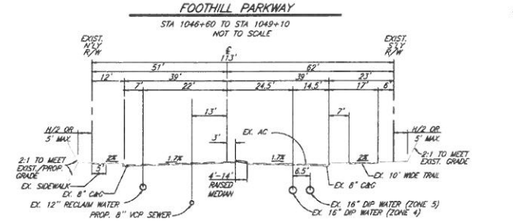
*NOTE: EXCLUDES 78 ADDITIONAL DRIVEWAY SPACES FOR HOMEOWNER USE




FOOTHILL PARKWAY

STA 1046+60 TO STA 1049+10

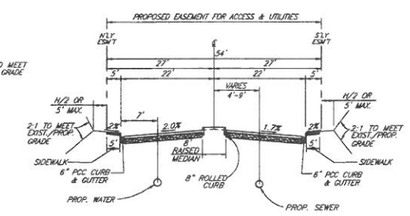
NOT TO SCALE




FOOTHILL PARKWAY

STA 1049+10 TO STA 1051+08

NOT TO SCALE




ROAD SECTION - ENTRY ROAD

NOT TO SCALE

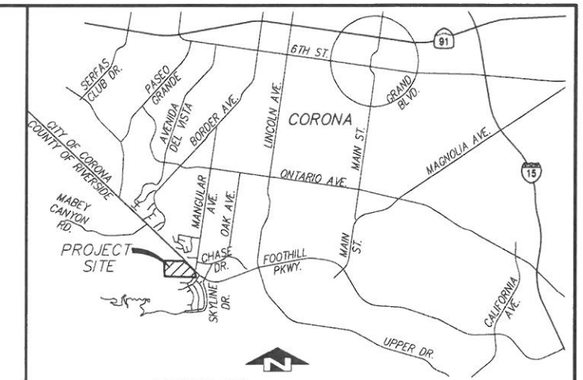
## STATEMENT OF PREPARER

I HEREBY STATE THAT THIS PRECISE PLAN FOR SKYLINE VILLAGE TENTATIVE TRACT MAP 37691 WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

MIKE C. TAING, P.E. DATE 05/3/2021

REGISTERED PROFESSIONAL ENGINEER MIKE C. TAING No. 64253 Exp. 6/30/21 CIVIL STATE OF CALIFORNIA

DATE OF LATEST REVISION: 05/3/2021




VICINITY MAP

NOT TO SCALE

# VICINITY MAP

## UTILITY NOTES:

WATER: CITY OF CORONA DEPARTMENT OF WATER AND POWER, 815 W. 6th STREET, CORONA, CA. 91720, (909) 736-2321, ATTN: CORETT ADDISON

SEWER: CITY OF CORONA DEPARTMENT OF WATER AND POWER, 815 W. 6th STREET, CORONA, CA. 91720, (909) 736-2321

POWER: SOUTHERN CALIFORNIA EDISON CO., 1351 E. FRANCIS, ONTARIO, CA. 91761, (800) 930-8591

GAS: SOUTHERN CALIFORNIA GAS CO., P.O. BOX 3003, REDLANDS, CA. 92373, (800) 427-2200

PHONE: AT&T 1265 N. VAN BUREN ST., #180, ANAHEIM, CA 92807, (714) 666-5423

CABLE TV: TIME WARNER CABLE, 1500 AUTO CENTER DRIVE, ONTARIO, CA 91761, (909) 973-3396

## OWNER

COREY A. ADDISON LIVING TRUST
10206 ELM AVE
FONTANA, CA 92335
ATTN: COREY ADDISON

## APPLICANT/DEVELOPER:

GF INVESTMENTS, LLC
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042
ATTN: CHRIS BOWEN

## ENGINEER:

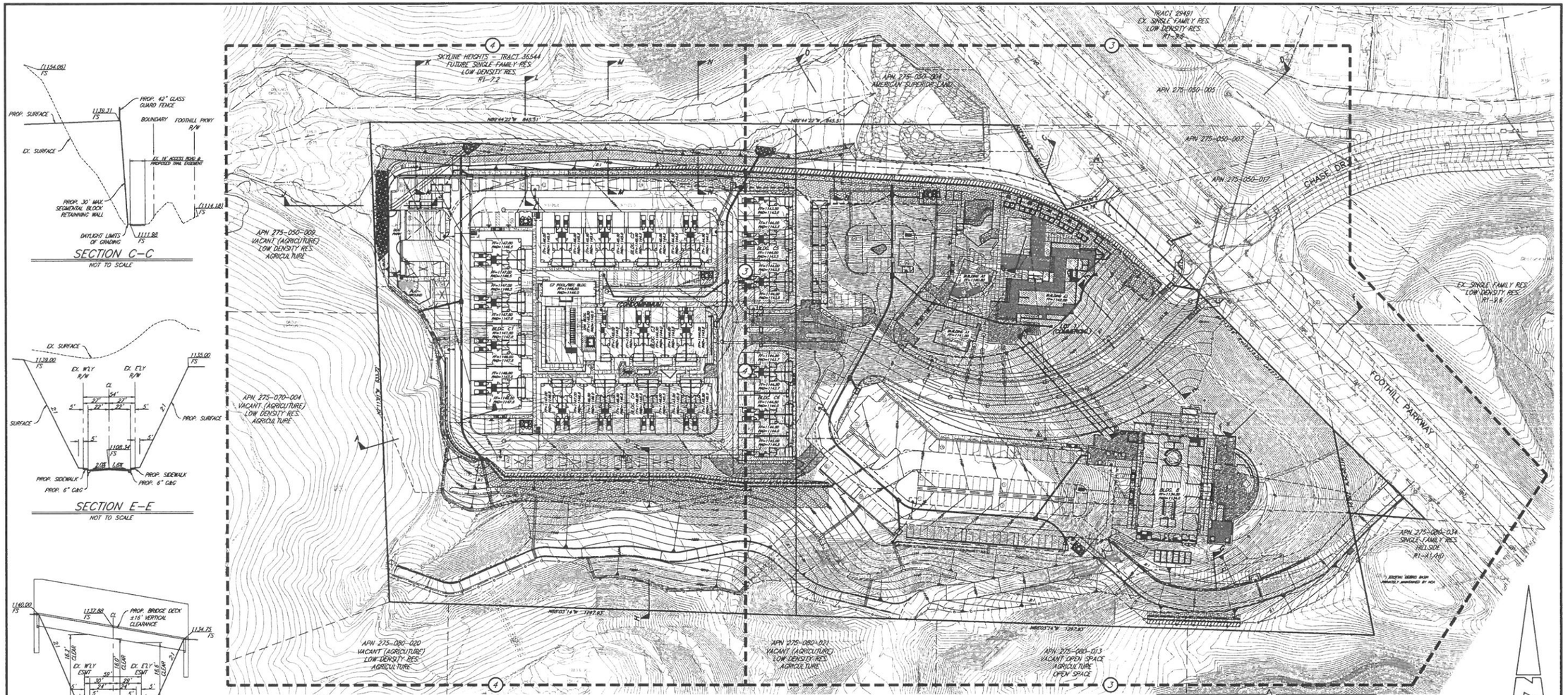
KWC ENGINEERS
1880 COMPTON AVENUE, SUITE 100
CORONA, CA. 92881-3370
(951) 734-2130
ATTN: MIKE C. TAING, P.E.

## SOILS ENGINEER:

LGC GEO-ENVIRONMENTAL, INC.
27570 COMMERCE CENTER DR., SUITE 128
TEMECULA, CA. 92590
(951) 297-2450
ATTN: MARK BERGMANN, CEG

## ARCHITECT:

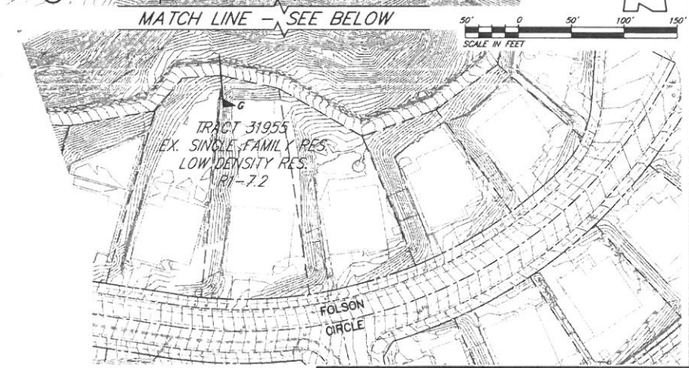
DETAILS
370 W. GRAND BLVD., 205
CORONA, CA 92882
(951) 452-9467
ATTN: NORMAN PEREZ




INDEX MAP
SCALE: 1"=50'

INDEX MAP LEGEND:

- (1) INDICATES GRADING PLAN SHEET NUMBER
- — — INDICATES GRADING PLAN SHEET LIMIT







SECTION C–C
NOT TO SCALE




SECTION E–E
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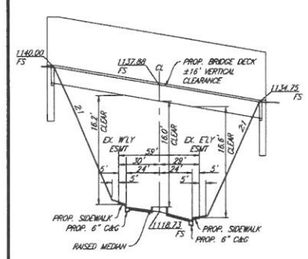


SECTION B–B
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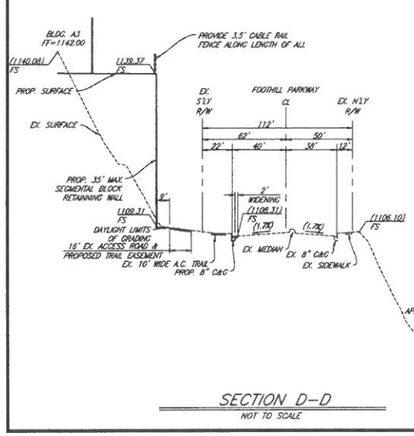


SECTION D–D
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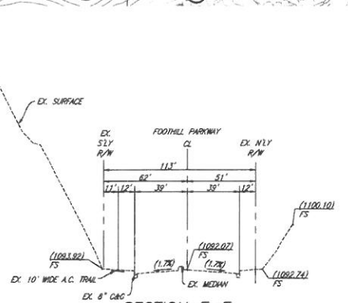


SECTION F–F
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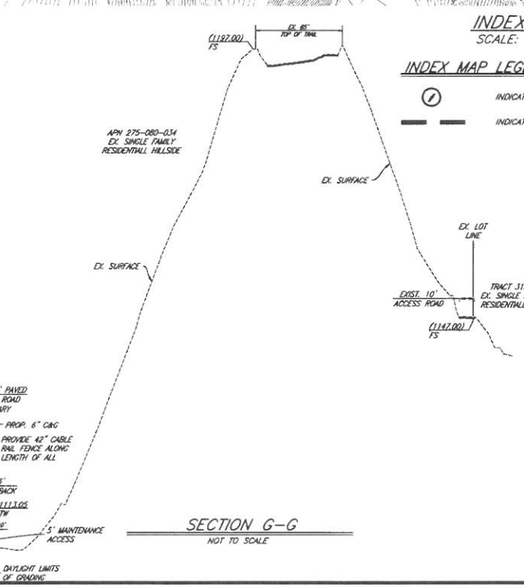



SECTION G–G
NOT TO SCALE

# PRECISE PLAN
# SKYLINE VILLAGE - TTM 37691
# CITY OF CORONA

PREPARED FOR:
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE. #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY:
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 CORONA, CA 92881-3370 951-734-2130

SHEET 2 OF 5 SHEET

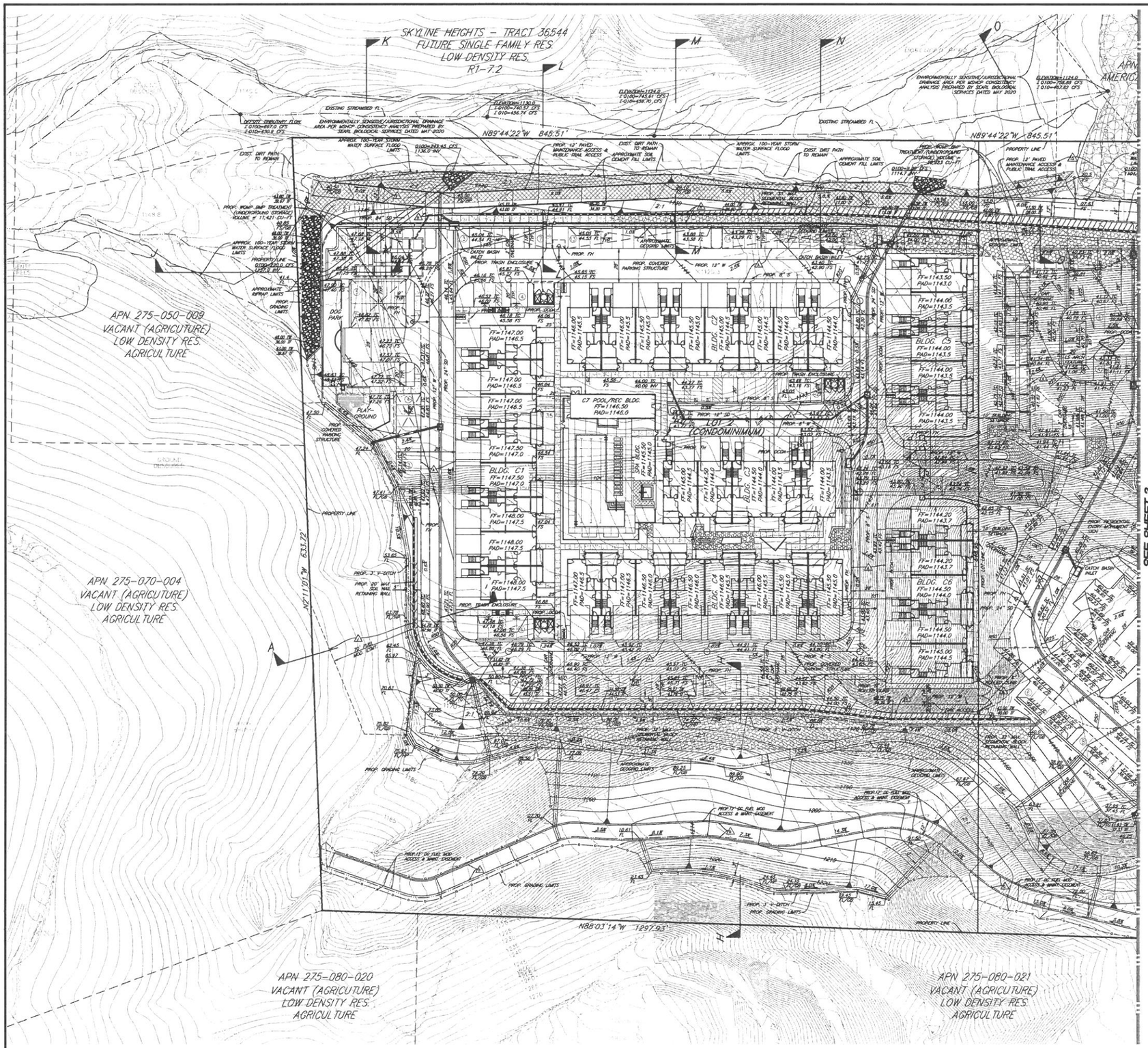
**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

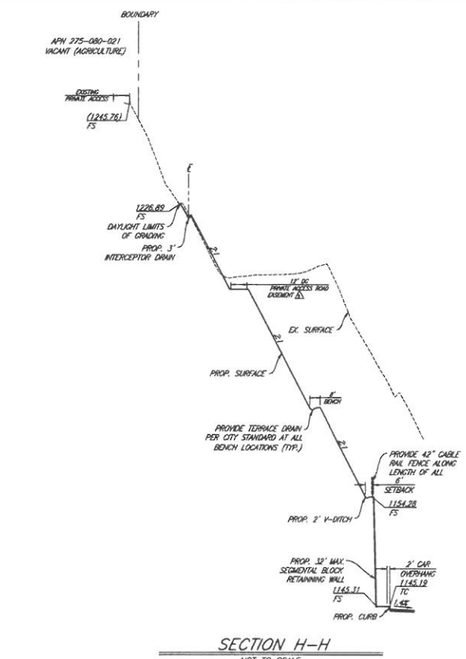
PREPARED FOR:
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY:
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 CORONA, CA 92881-3379 951-734-2130

SHEET 3 OF 5 SHEET

JN 18-0417.DB R:\18\0417\PRECIS\MAPS\PREC PLAN\0417 PRECISE PLAN.DWG




SECTION H-H

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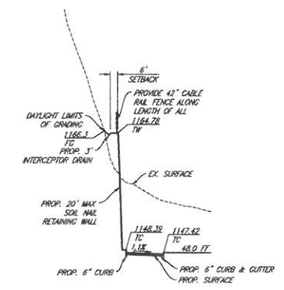


SECTION A-A

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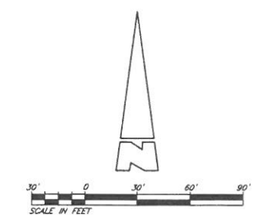


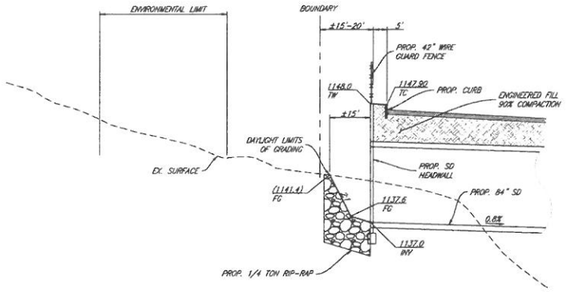

**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

PREPARED FOR:
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY:
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 COMPTON AVENUE, SUITE 100 CORONA, CA. 92881-3370 951-734-2130

SHEET 4 OF 5 SHEET

JB 18.0447.108 R:\18\0447\PRELIM MAPS\PREC. PLAN\0447 PRECISE PLAN.DWG




SECTION J-J
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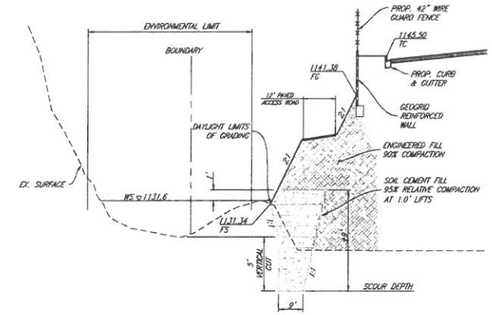


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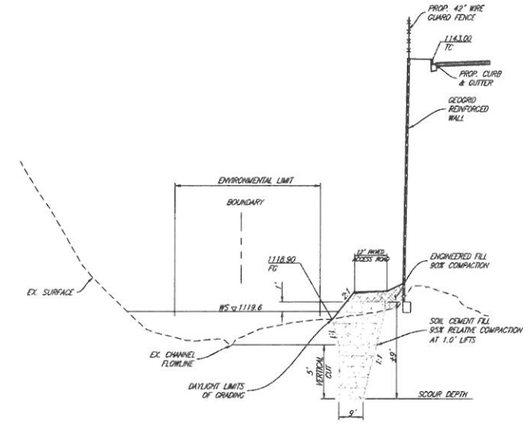


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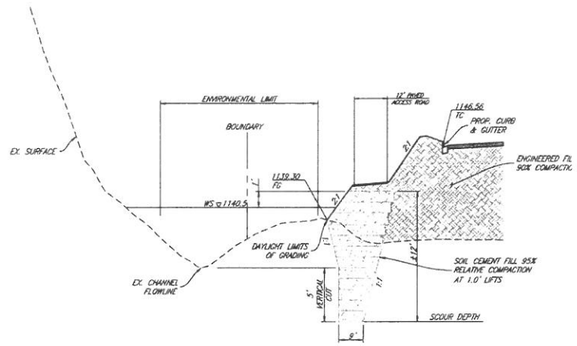


SECTION K-K
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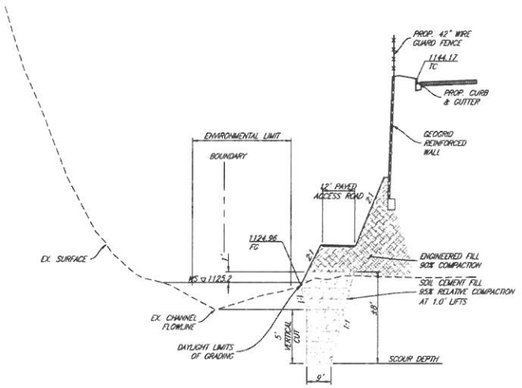


SECTION M-M
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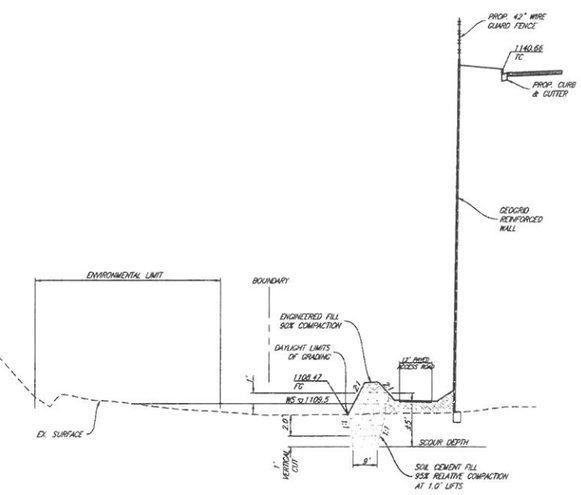
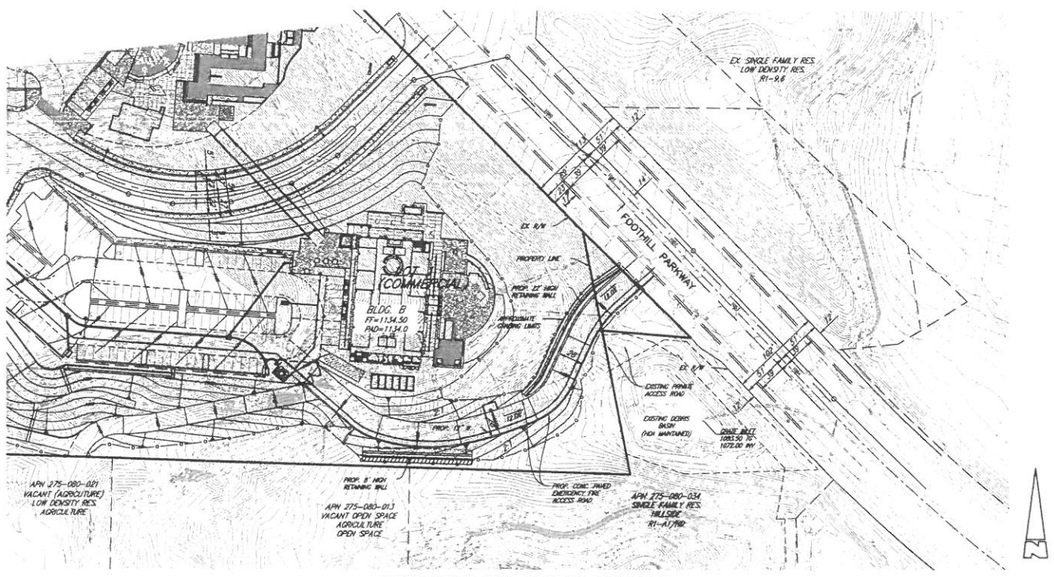



SECTION O-O
NOT TO SCALE




ALTERNATIVE EVA ACCESS CONCEPT
SCALE: 1"=60'

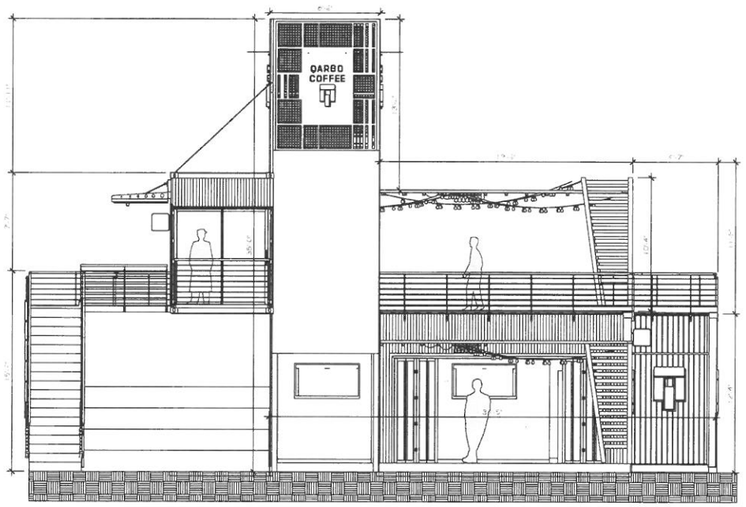
**PRECISE PLAN**
**SKYLINE VILLAGE - TTM 37691**
**CITY OF CORONA**

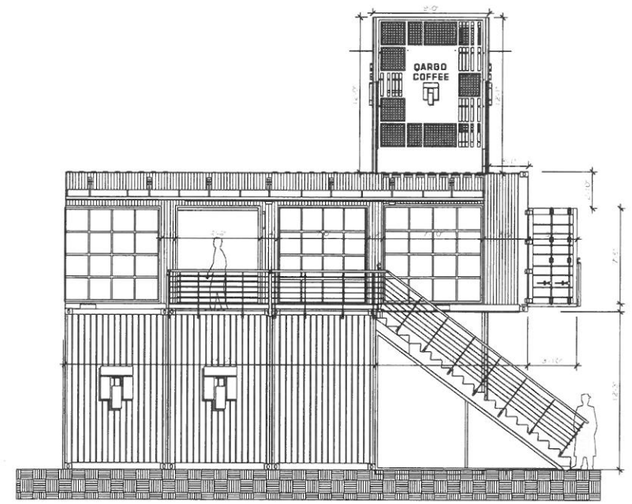
PREPARED FOR:
GF INVESTMENTS, LLC.
110 N. LINCOLN AVE #202
CORONA, CA 92882
(951) 603-5042

PREPARED BY:
KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS
1880 GARFIELD AVENUE, SUITE 100 CORONA, CA 92881-3370 951-734-2130

SHEET 5 OF 5 SHEET

JOB NO. 1857.1.08 R:\1857\PRECLAN\MAPS\PREC PLAN\1857 PRECISE PLAN.DWG




QARGO
COFFEE

# ELEVATIONS SIDE - VIEW

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT:<br>SKYLINE VILLAGES<br>QARGO - COFFEE SHOP<br>BUILDING A1 | NOTES: | MODIFICATIONS: | DESIGNED BY:<br>JERONIMO ARIAS G.<br>SIGNATURE: | VERIFIED BY:<br>JUAN OSSA<br>SIGNATURE: | DIGITALIZED BY:<br>JERONIMO ARIAS G. | PLAN<br>No: |
| DESIGNER<br>JERONIMO ARIAS | | | CONTENTS:<br>ELEVATIONS<br>SIDE-VIEW | APOOVED BY:<br>MARK BASS<br>FIRMA: | SCALE: 1:50 / VERSION: 01 | A4.05 |
| | | | | | FECHA DIGITALIZACIÓN: 9/13/2020 / PRINTED DATE: | FORMAT VERSION: 01<br>FECHA: 08/15/2019 |

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Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

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A4.05

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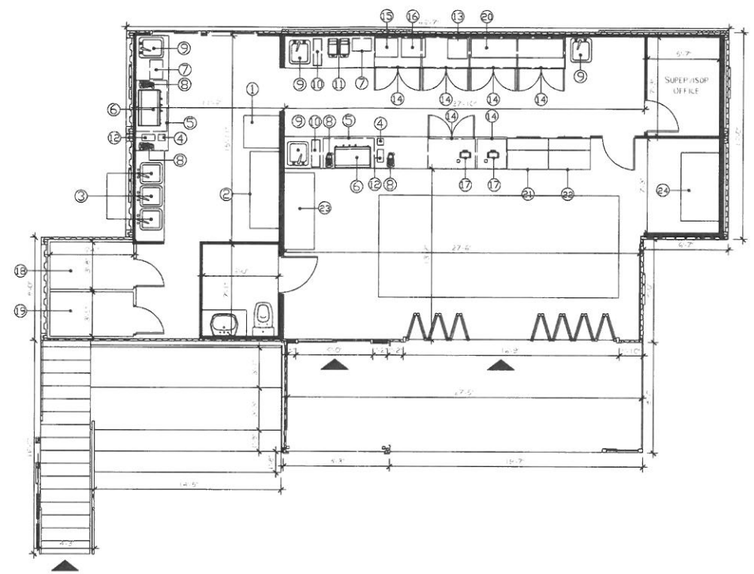
EXHIBIT 3.D

QARGO
COFFEE




1. ICE MAKER MACHINE
2. STAINLESS STEEL WORK TABLE
3. THREE COMPARTMENT STAINLESS STEEL SINK
4. KNOCK BOX
5. UNDERCOUNTER FRIEDGE
6. ESPRESSO MACHINE
7. STAINLESS STEEL DROP-IN ICE BIN
8. COFFEE GRINDER
9. SINGLE SINK
10. DIPPER WELL
11. BLENDERS
12. TRASH
13. COLD BREW NITRO COFFEE
14. UNDERTOP STORAGE SPACE
15. CUP HOLDER
16. DRIP COFFEE MAKER
17. P.O.S.
18. WALKING COOLER
19. WALKING FREEZER
20. SPACE AVAILABLE
21. SHOWCASE FOR PASTERY
22. SHOWCASE FOR PASTERY
23. COFFEE STATION
24. REFRIGERATOR SHOWCASE

# FLOORPLAN LEVEL 1

PROJECT:
SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

DESIGNER
JERONIMO ARIAS

NOTES:

MODIFICATIONS:

DESIGNED BY:
JERONIMO ARIAS G.
SIGNATURE:

VERIFIED BY:
JUAN OSSA
SIGNATURE:

DIGITALIZED BY:
JERONIMO ARIAS G.

CONTENTS:
FLOORPLAN
LEVEL 1

APOOVED BY:
MARK BASS
FIRMA:

SCALE:
1:50

VERSION:
01

FECHA DIGITALIZACIÓN:
9/13/2020

PRINTED DATE:

PLAN No:
A4.01

FORMAT VERSION: 01
FECHA: 08/19/2019

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Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE
SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

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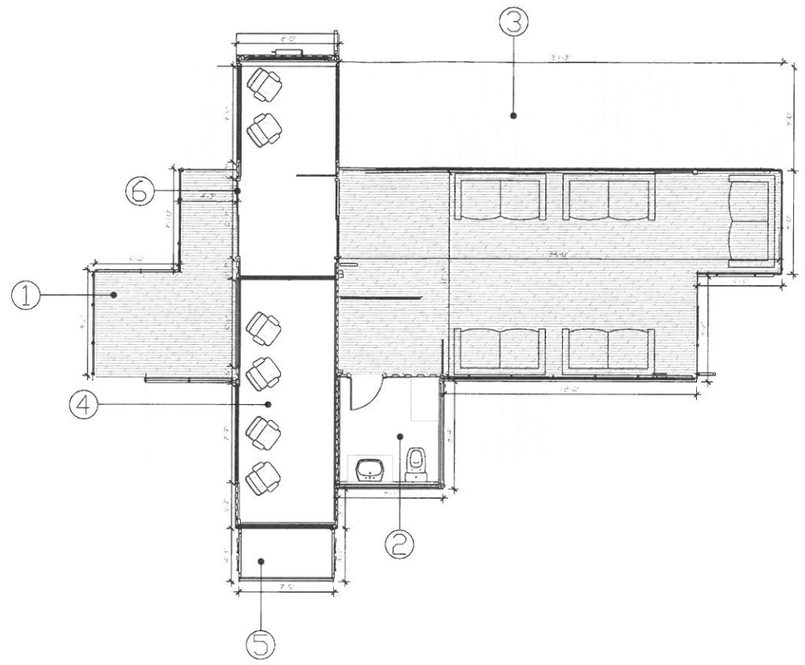
COFFEE




1. COMPOSITE DECKING BOARDS
2. W.C.
3. CONTAINER ROOF
4. WORK AREA
5. BALCONY
6. SLIDING DOOR

# FLOORPLAN LEVEL 2

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: SKYLINE VILLAGES QARGO - COFFEE SHOP BUILDING A1 | NOTES: | MODIFICATIONS: | DESIGNED BY: JERONIMO ARIAS G. SIGNATURE: | VERIFIED BY: JUAN OSSA SIGNATURE: | DIGITALIZED BY: JERONIMO ARIAS G. | PLAN NO: A4.02 |
| DESIGNER: JERONIMO ARIAS | | | CONTENTS: FLOORPLAN LEVEL 2 | APOOVED BY: MARK BASS FIRMA: | SCALE: 1:50 / VERSION: 01 | |
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Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

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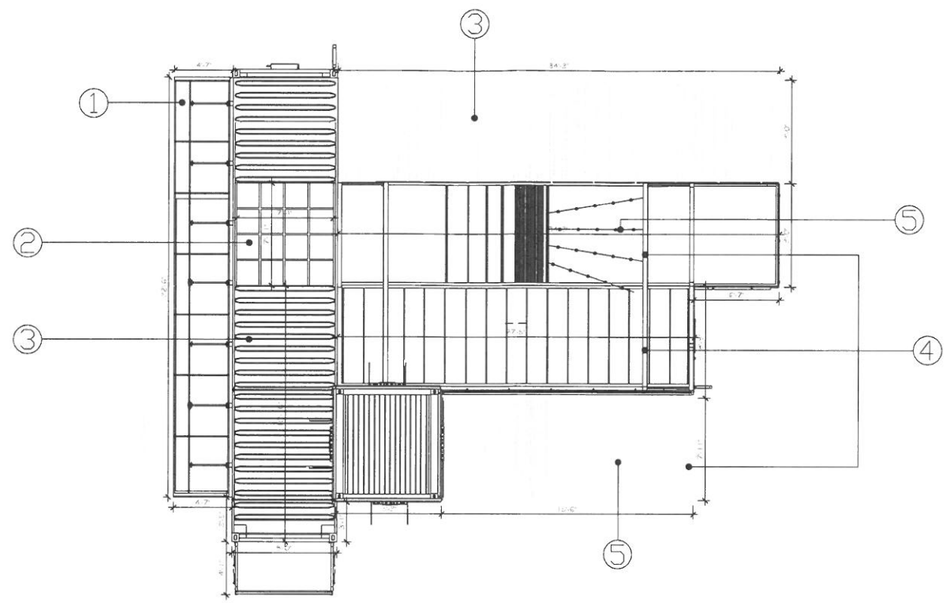
JN 16.1AV.1.00 C:\USERS\JERONIMO\DESKTOP\QARGO COFFEE ARCHITECTURAL DRAWINGS.DWG

QARGO
COFFEE




1 GLASS PERGOLA
2 SKYLIGHT
3 CONTAINER ROOF
4 RETRACTABLE PERGOLA
5 BULBS LIGHTING

# FLOORPLAN ROOFING

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT:<br>SKYLINE VILLAGES<br>QARGO - COFFEE SHOP<br>BUILDING A1 | NOTES: | MODIFICATIONS: | DESIGNED BY:<br>JERONIMO ARIAS G.<br>SIGNATURE: | VERIFIED BY:<br>JUAN OSSA<br>SIGNATURE: | DIGITALIZED BY:<br>JERONIMO ARIAS G. | PLAN<br>No: |
| DESIGNER<br>JERONIMO ARIAS | | | CONTENTS:<br>FLOORPLAN<br>ROOFING | APOOVED BY:<br>MARK BASS<br>FIRMA: | SCALE: 1:50 / VERSION: 01 | A4.03 |
| | | | | | FECHA DIGITALIZACIÓN: 9/13/2020 / PRINTED DATE: | FORMAT VERSION: 01<br>FECHA: 08/19/2019 |

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Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

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FILE: TOTAL -DWG.DWG

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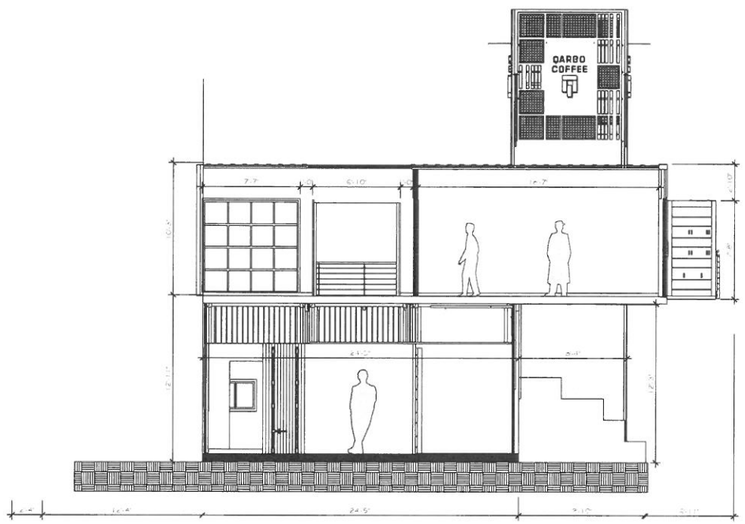


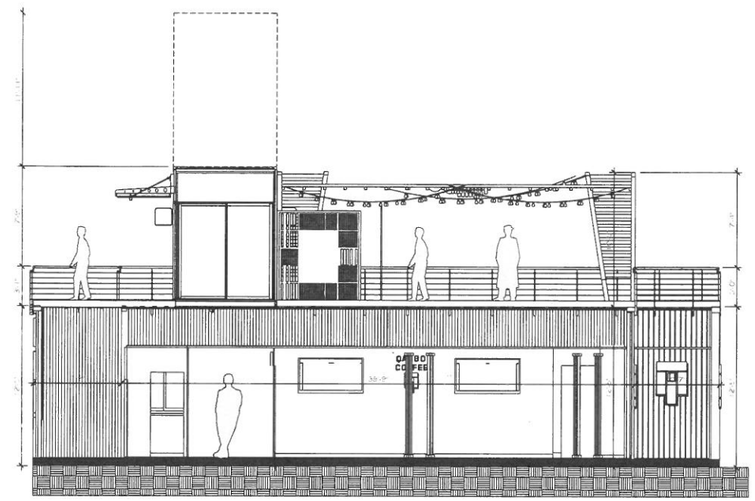


QARGO
COFFEE

# CROSS SECTION VIEW

| PROJECT: | NOTES: | MODIFICATIONS: | DESIGNED BY: | VERIFIED BY: | DIGITALIZED BY: | | PLAN No: |
|---|---|---|---|---|---|---|---|
| SKYLINE VILLAGES<br>QARGO - COFFEE SHOP<br>BUILDING A1 | | | JERONIMO ARIAS G.<br>SIGNATURE: | JUAN OSSA<br>SIGNATURE: | JERONIMO ARIAS G. | | A4.04 |
| | | | | | SCALE: 1:50 | VERSION: 01 | |
| DESIGNER<br>JERONIMO ARIAS | | | CONTENTS:<br>CROSS SECTION VIEW | APOOVED BY:<br>MARK BASS<br>FIRMA: | FECHA DIGITALIZACIÓN: 9/13/2020 | PRINTED DATE: | FORMAT VERSION: 01<br>FECHA: 08/19/2019 |

STAMP

PROJECT NAME:

Skyline Village
Tentative Tract Map 37691
City of Corona

SHEET TITLE

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

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BY: CH IKD:

FILE: TOTAL -DWG.DWG

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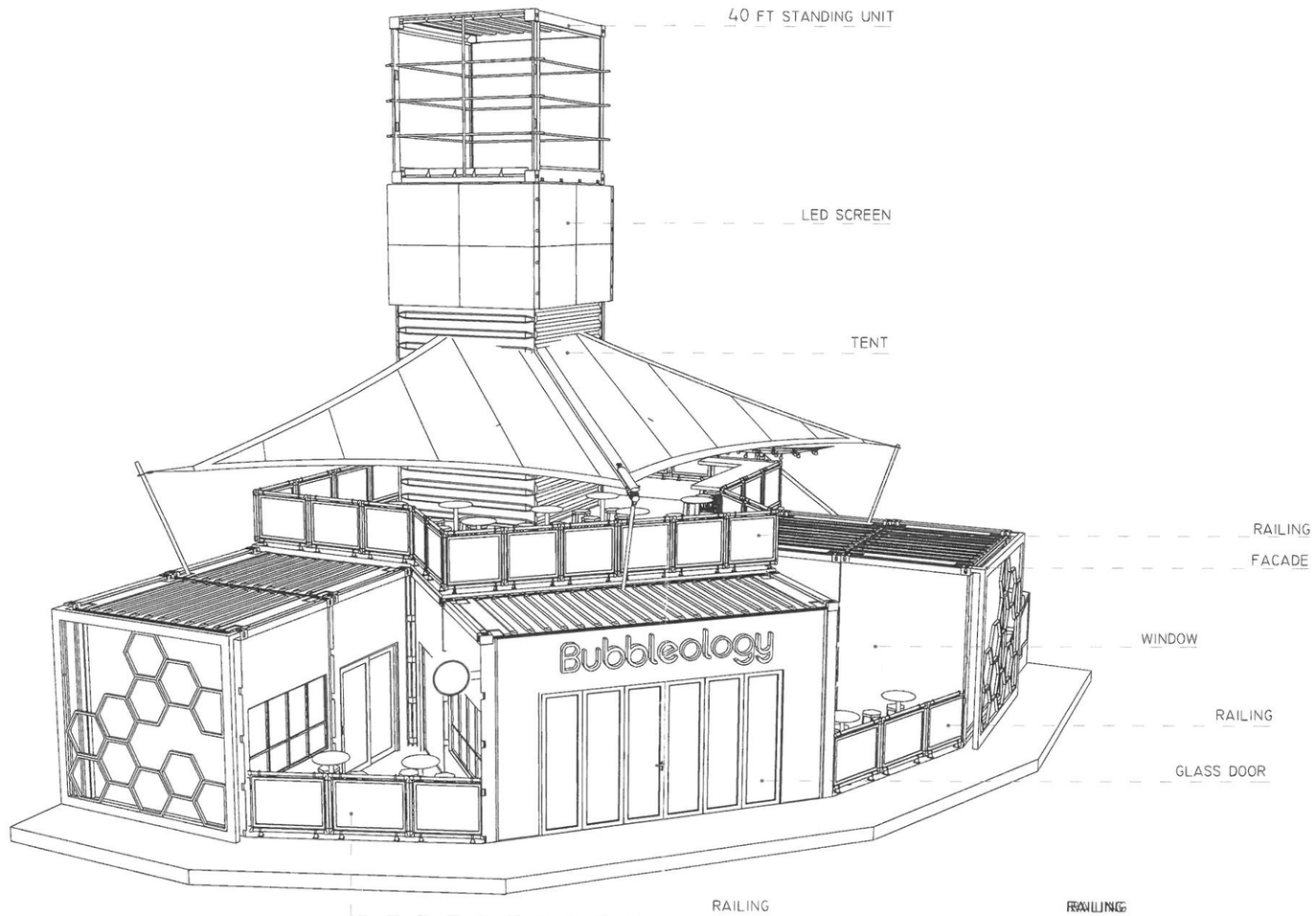
A4.04




Bubbleology®

# ISOMETRIC VIEW

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: SKYLINE VILLAGES BUBBLEOLOGY BUILDING A5 | NOTES: | MODIFICATIONS: | DESIGNED BY: JERONIMO ARIAS G. SIGNATURE: | VERIFIED BY: JUAN OSSA SIGNATURE: | DIGITALIZED BY: JERONIMO ARIAS G. | PLAN No: A5.07 |
| DESIGNER JERONIMO ARIAS | | | CONTENTS: ISOMETRIC VIEW | APOOVED BY: MARK BASS FIRMA: | SCALE: 1:50 / VERSION: 01 | |
| | | | | | FECHA DIGITALIZACIÓN: 10/5/2020 / PRINTED DATE: | FORMAT VERSION: 01 FECHA: 08/19/2019 |

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Tentative Tract Map 37691
City of Corona

SHEET TITLE

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BUBBLEOLOGY
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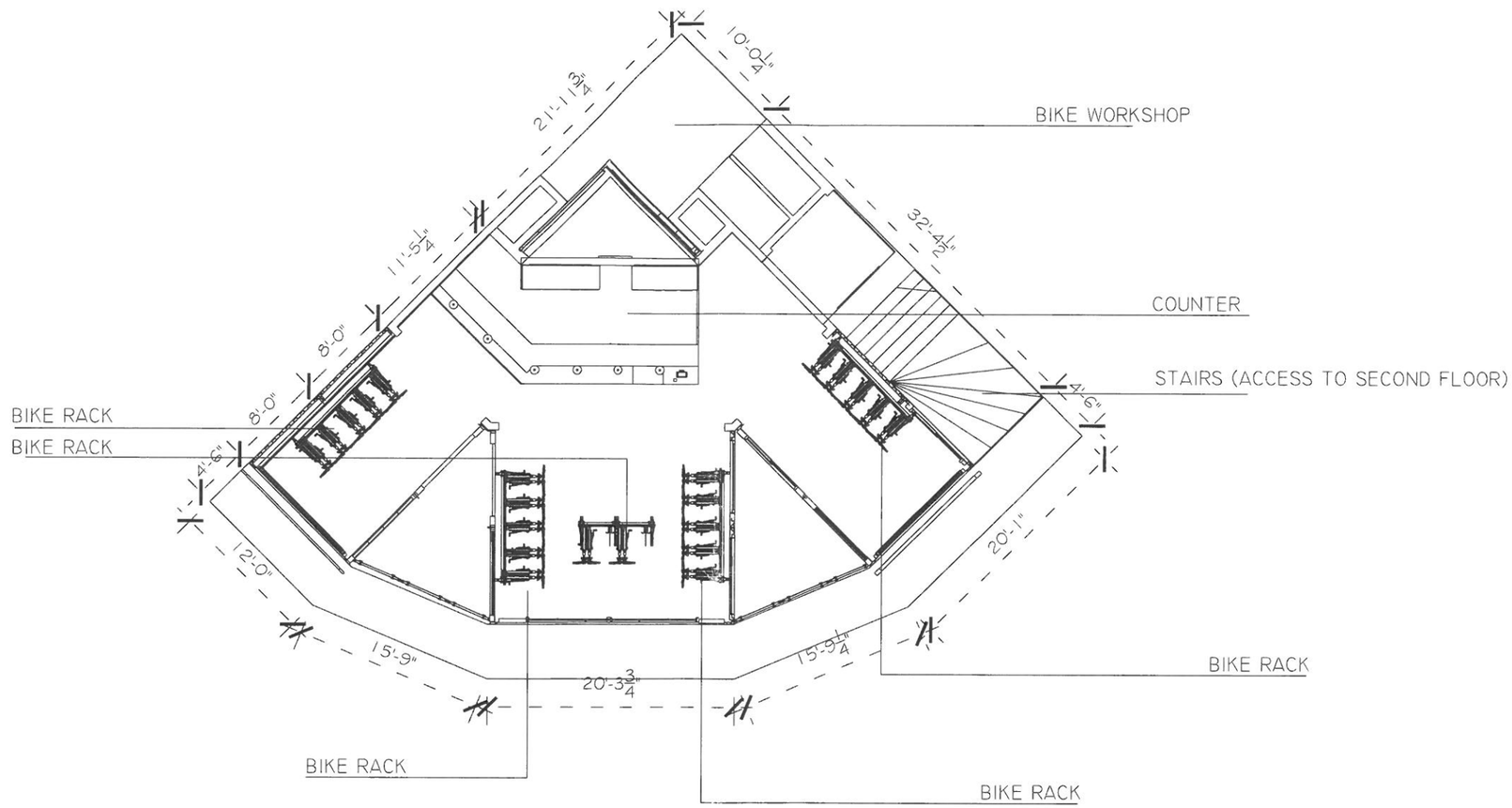
EXHIBIT 3.E




# FLOORPLAN LEVEL I

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: SKYLINE VILLAGES BIKE SHOP BUILDING A5 | NOTES: | MODIFICATIONS: | DESIGNED BY: JERONIMO ARIAS G. SIGNATURE: | VERIFIED BY: JUAN OSSA SIGNATURE: | DIGITALIZED BY: JERONIMO ARIAS G. | PLAN No: A5.01 |
| DESIGNER: JERONIMO ARIAS | | | CONTENTS: FLOORPLAN LEVEL I | APOOVED BY: MARK BASS FIRMA: | SCALE: 1:50 / VERSION: 01 | |
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Skyline Village
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City of Corona

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SKYLINE VILLAGES
BIKE SHOP
BUILDING A5

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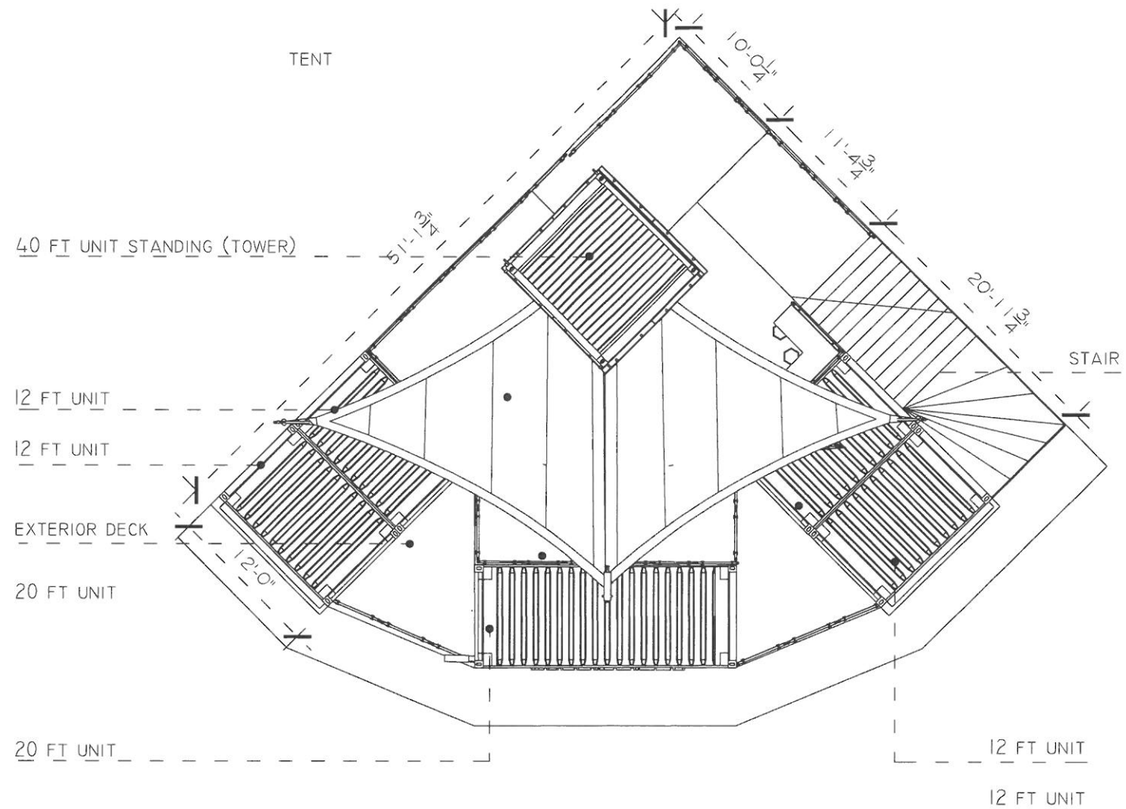


# FLOORPLAN ROOFING

| | | | | | | |
|---|---|---|---|---|---|---|
| PROJECT: SKYLINE VILLAGES BIKE SHOP BUILDING A5 | NOTES: | MODIFICATIONS: | DESIGNED BY: JERONIMO ARIAS G. SIGNATURE: | VERIFIED BY: JUAN OSSA SIGNATURE: | DIGITALIZED BY: JERONIMO ARIAS G. | PLAN No: A5.03 |
| DESIGNER: JERONIMO ARIAS | | | CONTENTS: FLOORPLAN ROOFING | APOOVED BY: MARK BASS FIRMA: | SCALE: 1:50 / VERSION: 01 | |
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Tentative Tract Map 37691
City of Corona

SHEET TITLE

SKYLINE VILLAGES
BIKE SHOP
BUILDING A5

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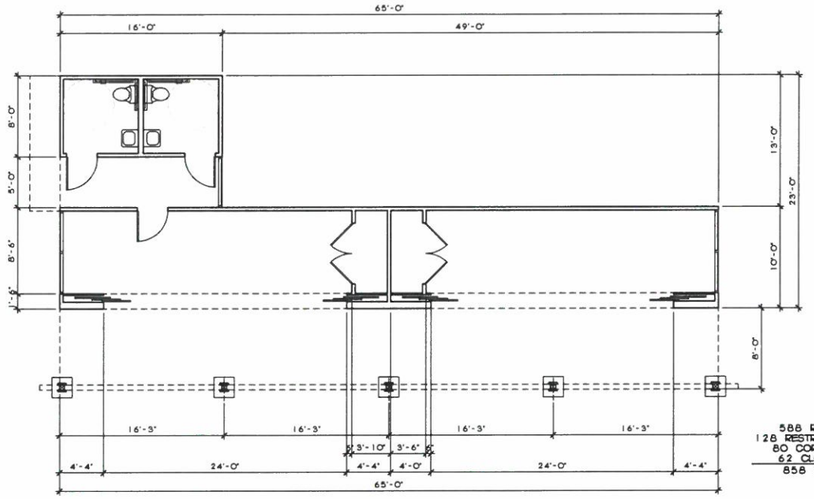
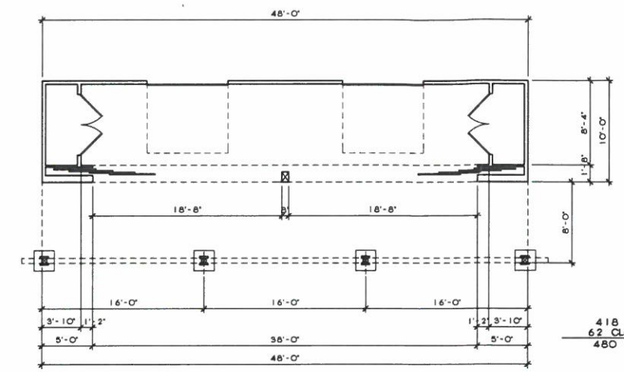



588 ROOMS S.F.
128 RESTROOMS S.F.
80 CORRIDOR S.F.
62 CLOSETS S.F.
858 TOTAL S.F.

## G7 BUILDING FLOOR PLAN
SCALE 3/16" = 1'-0"

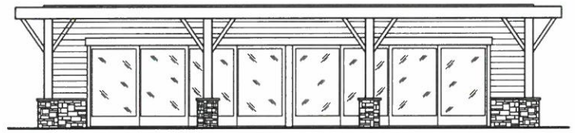
NORTH



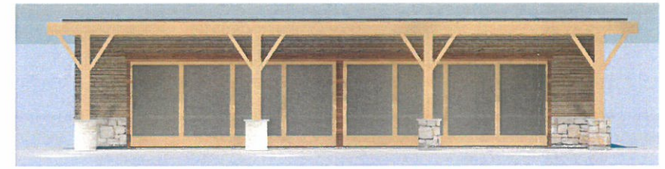

418 ROOM S.F.
62 CLOSETS S.F.
480 TOTAL S.F.

## G6 BUILDING FLOOR PLAN
SCALE 3/16" = 1'-0"

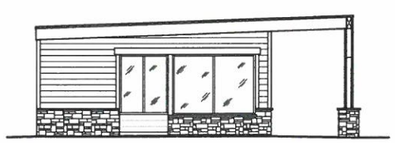
NORTH



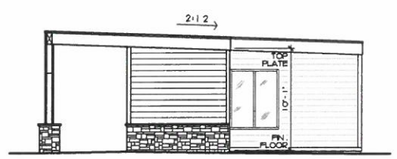
## G6 BUILDING FRONT ELEVATION
SCALE 3/16" = 1'-0"



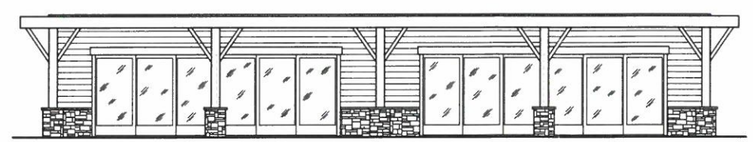
## G6 BUILDING FRONT ELEVATION
SCALE 3/16" = 1'-0"



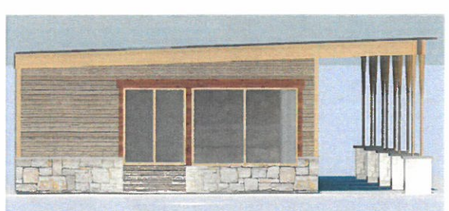
## G7 BUILDING LEFT ELEVATION
SCALE 3/16" = 1'-0"



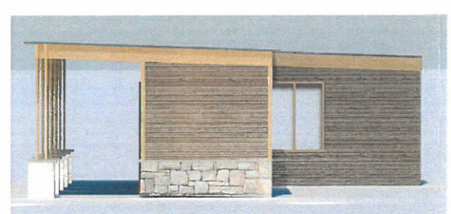

## G7 BUILDING RIGHT ELEVATION
SCALE 3/16" = 1'-0"



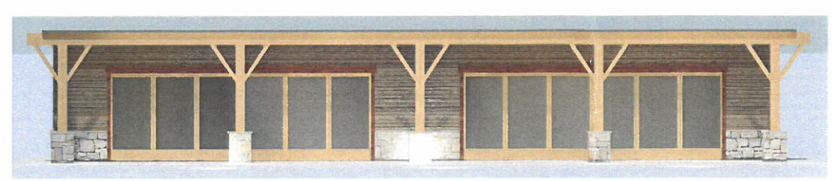
## G7 BUILDING FRONT ELEVATION
SCALE 3/16" = 1'-0"



## G7 BUILDING LEFT ELEVATION
SCALE 3/16" = 1'-0"



## G7 BUILDING RIGHT ELEVATION
SCALE 3/16" = 1'-0"



## G7 BUILDING FRONT ELEVATION
SCALE 3/16" = 1'-0"

| REVISIONS | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |
| | |

DETAILS
Residential & Commercial Design
110 N. Lincoln Ave.
Suite 202
Corona, CA 92882
(951)453-9467

Norman V. Perez

04-06-2020

CONTAINER BUILDINGS - G6 & G7

SKYLINE VILLAGEat
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A2.03 |

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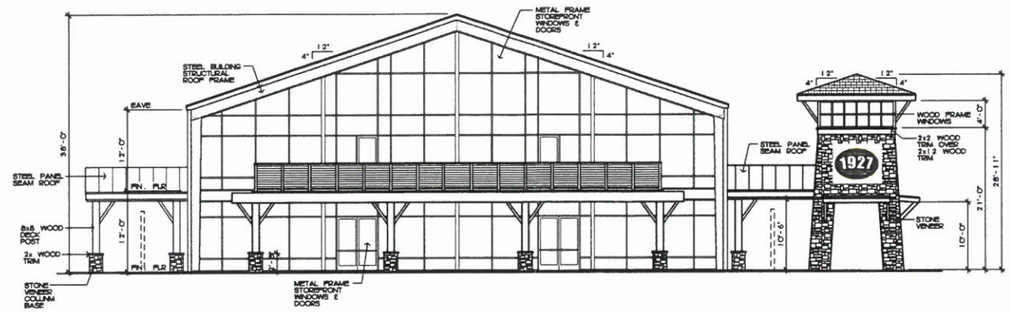
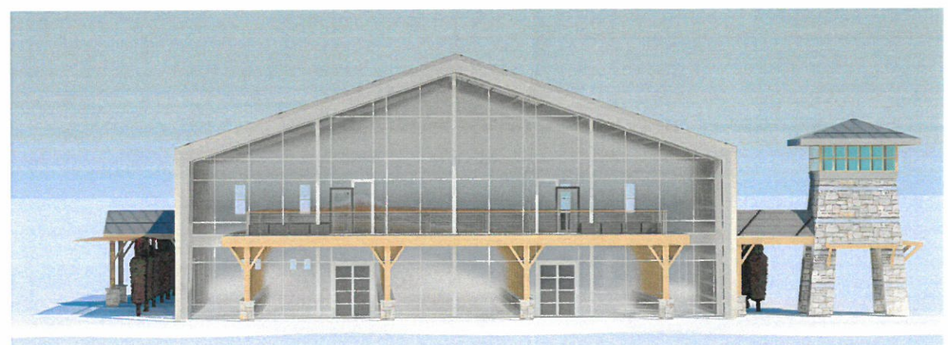
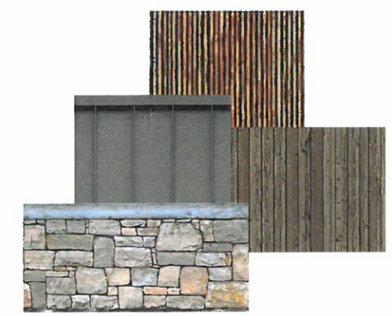



## NORTH ELEVATION

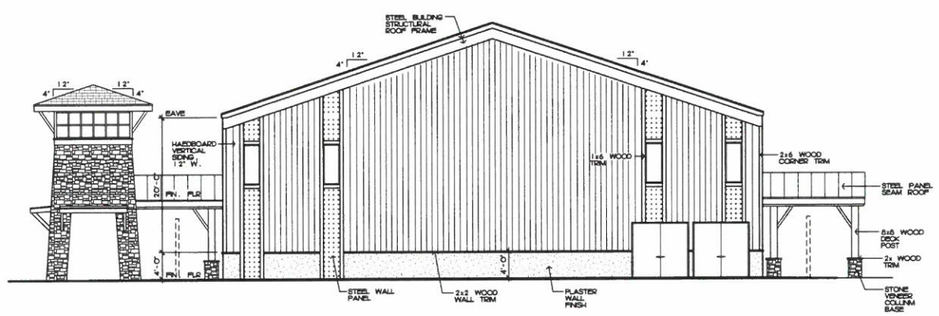
SCALE: 1/8" - 1'-0"





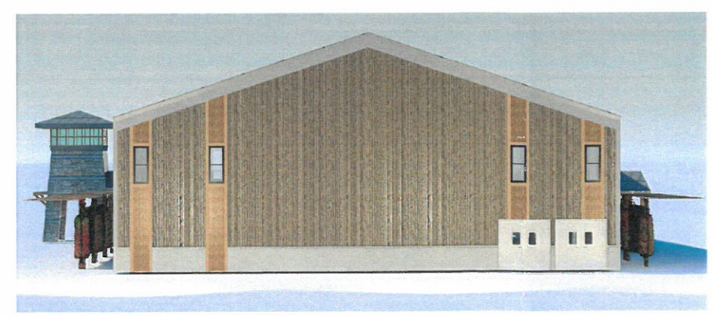
## NORTH ELEVATION

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




## SOUTH ELEVATION

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



## SOUTH ELEVATION

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

| REVISIONS | BY |
|---|---|
| | |

DETAILS
Residential & Commercial Design
110 N. Lincoln Ave.
Suite 202
Corona, CA 92882
(951)452-9467

Norman V. Perez
04-06-2020

FOOD HALL - EXTERIOR ELEVATIONS
BUILDING B
SKYLINE VILLAGE at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A2.02 |

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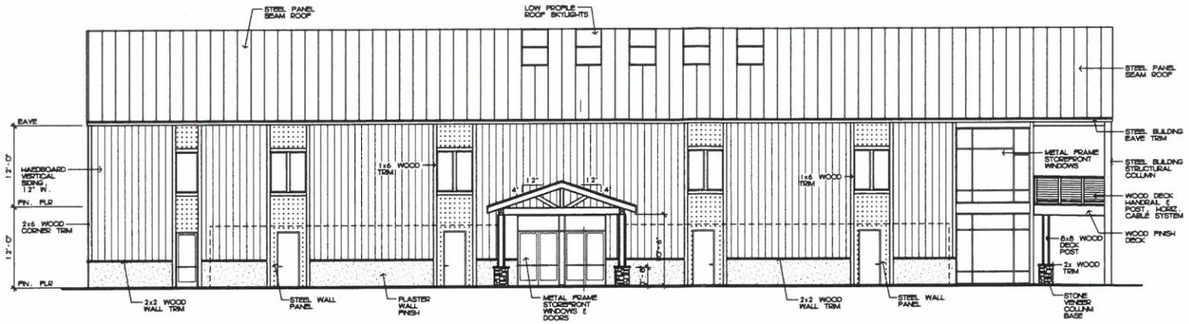
EXHIBIT 3.G

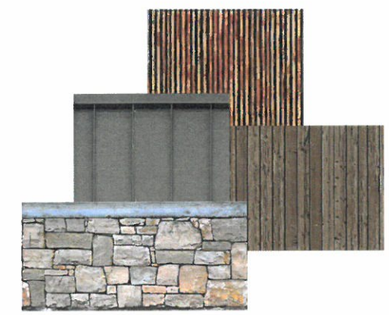



## EAST ELEVATION

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

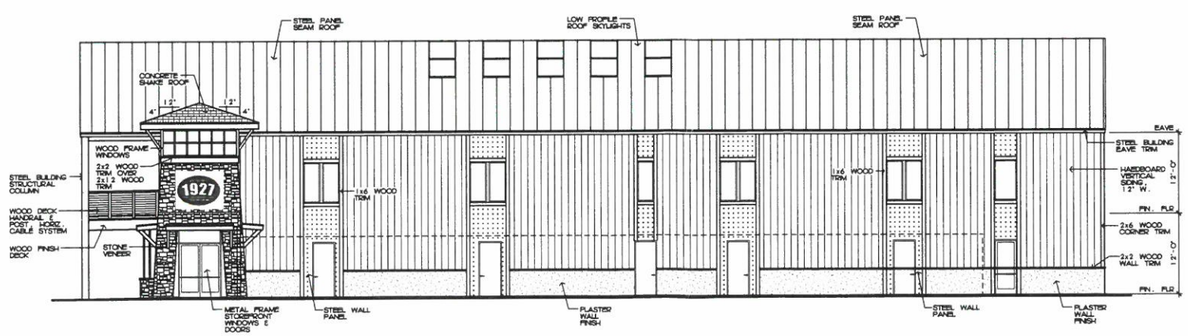
## EAST ELEVATION

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



## WEST ELEVATION

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




## WEST ELEVATION

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

| REVISIONS | BY |
|---|---|
| | |

DETAILS
Residential & Commercial Design
110 N. Lincoln Ave.
Suite 202
Corona, CA 92882
(951)452-9467

Norman V. Perez
04-06-2020

FOOD HALL - EXTERIOR ELEVATIONS
BUILDING B
SKYLINE VILLAGE at
FOOTHILL AVE. & W. CHASE DR., CORONA, CA

| | |
|---|---|
| DRAWN | |
| CHECKED | |
| DATE | |
| SCALE | |
| JOB NO. | |
| SHEET | A2.02 |
| OF | SHEETS |

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PLOTTED - OCT 09 - 2020

## AREA LEGEND

| | | |
|---|---|---|
| "A" | FOOD / BEER BAR | 7,265 SQ.FT. |
| "B" | DELI / BAKERY | 1,000 SQ.FT. |
| "C" | RETAIL / PRODUCE | 1,250 SQ.FT. |
| "D" | RETAIL / MERCHANDISE | 1,000 SQ.FT. |
| "E" | SPA / NAIL SALOM | 4,700 SQ.FT. |
| "F" | OFFICE | 4,500 SQ.FT. |
| "G" | ELEVATOR, STAIRCASES, ELECTRICAL ROOM, FIRE SPRINKLER ROOM & STORAGE ROOM | 660 SQ.FT. |

SECOND FLOOR AREA PLAN

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

NORTH

FIRST FLOOR AREA PLAN

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

NORTH

DETAILS
Residential & Commercial Design
110 N. Lincoln Ave.
Suite 202
Corona, CA 92882
(951)452-9467
Mathew V. Peter
12-28-2020

FOOD HALL – FIRST & SECOND FLOOR AREA PLANS
BUILDING B
SKYLINE VILLAGE at
W. FOOTHILL PKWY. & W. CHASE DR., CORONA, CA

we franchise your business.

SKYLINE
CORONA, CA.

RENDERING SET

11.12.20

EXHIBIT 3.H

WFYB.

WFYB.

skylinevillage

1927
1927
WFYB.

SKYLAND
ALE WORKS
1927
WFYB.

skylinevillage
SKYLAND
SKYLAND
WFYB.

WFYB.

skylinevillage
WFYB.

WFYB.

WFYB.

WFYB.

WFYB.

MEYB.

Bubbleology
WFYB.

Bubbleology

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

PLAN
No:
A4.06

SKYLINE VILLAGES
QARGO - COFFEE SHOP
BUILDING A1

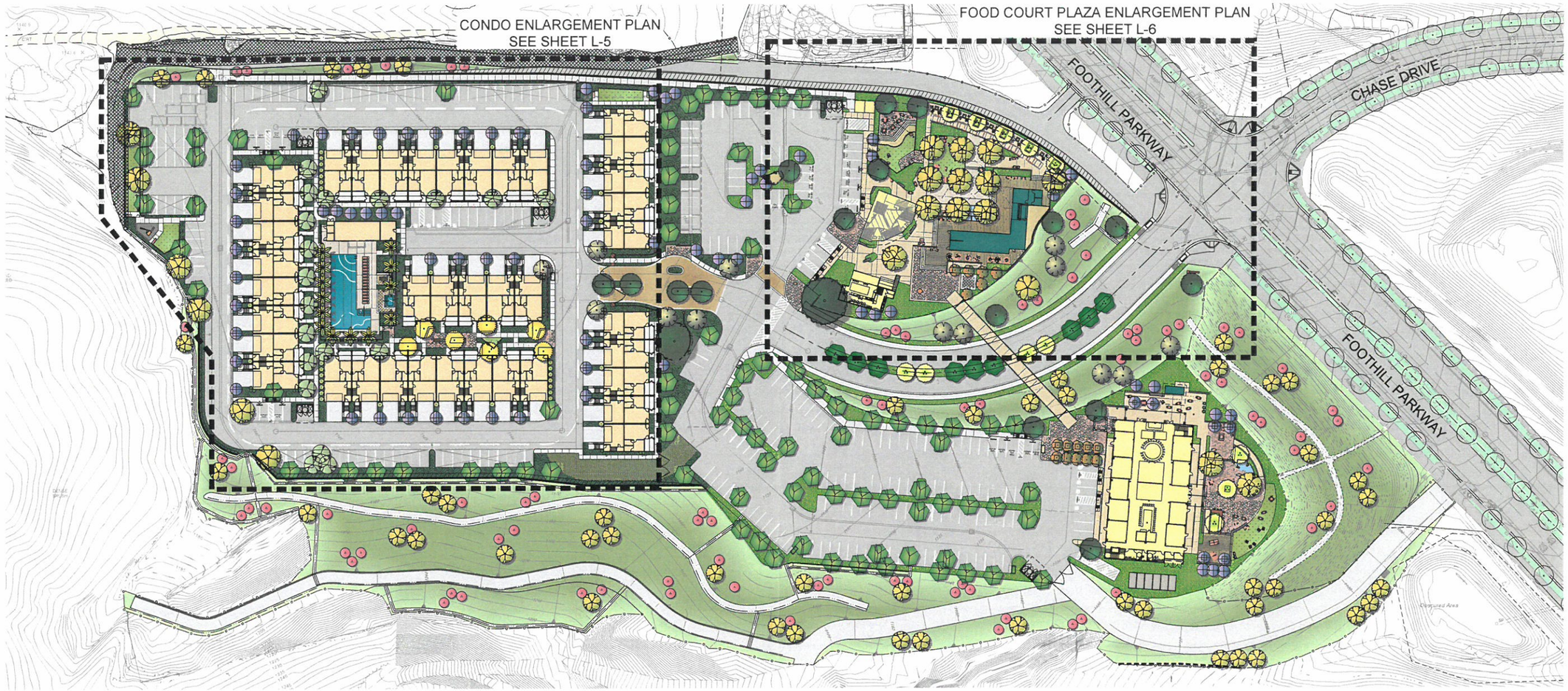
PLAN
No:
A4.07

BEFORE
WFYB.

WFYB.

BEFORE
WFYB.

AFTER




## CONCEPT STATEMENT

LANDSCAPE CONCEPT:
This landscape will consist of climate adaptive and appropriate low and medium water use planting categories as described by the WUCOLS system. Plant material has been chosen to provide site wide coverage, slope stabilization, parking lot shade and accentuate entries to the site. Maintenance and longevity of the plant material has been taken into consideration. Root panels and barriers will be provided on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to current City of Corona landscape guidelines.

IRRIGATION CONCEPT:
The irrigation design will incorporate the latest in smart irrigation technologies. All new planter areas will include drip line. All planters will use drip line with an irrigation efficiency of .81. Slopes will use rotors with an irrigation efficiency of .75. A smart irrigation controller with a rain shut off device will also be incorporated. Bark mulch will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Corona guidelines.

Sheet List Table


| Sheet Number | Sheet Title |
|---|---|
| L-1 | PROJECT AESTHETIC |
| L-2 | PROJECT AESTHETIC |
| L-3 | OVERALL LANDSCAPE PLAN |
| L-4 | PRELIMINARY PLANTING PALETTES |
| L-5 | CONDO ENLARGEMENT PLAN |
| L-6 | RETAIL PLAZA AND FOOD HALL PLAZA ENLARGEMENT PLANS |
| L-7 | CONCEPTUAL WALL AND FENCE PLAN |
| L-8 | WALL AND FENCE ELEVATIONS |


**WATER EFFICIENT LANDSCAPE WORKSHEET**

PROJECT: Skyline Village DATE: 12/14/2020

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ETo) 55.4
Conversion Factor 0.62

| Hydrozone # /Planting Description[1] | Plant Factor (PF) | Irrigation Method[2] | Irrigation Efficiency (IE)[3] | ETAF (PF/IE) | Landscape Area (sq. ft.) | ETAF x Area | Estimated Total Water Use (ETWU)[4] |
|---|---|---|---|---|---|---|---|
| **Regular Landscape Areas** | | | | | | | |
| Low water use plantings at Retail and Food Hall Plazas | 0.2 | Drip | 0.81 | 0.25 | 38521 | 9511 | 332,505 |
| Low water use plantings at Slope/Fuel Modification Areas | 0.2 | Drip | 0.81 | 0.25 | 161194 | 39801 | 1,391,761 |
| Moderately low water use plantings at Condos | 0.4 | Drip | 0.75 | 0.53 | 44,385 | 23672 | 827,782 |
| | | | | TOTALS | 244,100 | 72964 | 2,552,117 |
| **Special Landscape Areas** | | | | | | | |
| Turf areas parks/common areas | | | | | 9,028 | 9,028 | 315,691 |
| Irrigated w/ recycled water | | | | 1 | 0 | 0 | 0 |
| Water features | | | | 1 | 0 | 0 | 0 |
| | | | | TOTALS | 9,028 | 9,028 | 315,691 |
| | | | | | | ETWU Total | 2,867,808 |
| | | | | Maximum Allowed Water Allowance (MAWA)[5] | | | 5,010,320 |

MAWA

ETAF for residential areas is .55 or .45 for commercial areas

| MAWA = | ETo * | Conv Factor * | ((ETAF | * | LA) | + | (1-ETAF) | * | SLA)) |
|---|---|---|---|---|---|---|---|---|---|
| | 55.4 | 0.62 | 0.55 | | 253,128 | | 0.45 | | 92,028 |
| MAWA= | 5,010,320 | | | | | | | | |

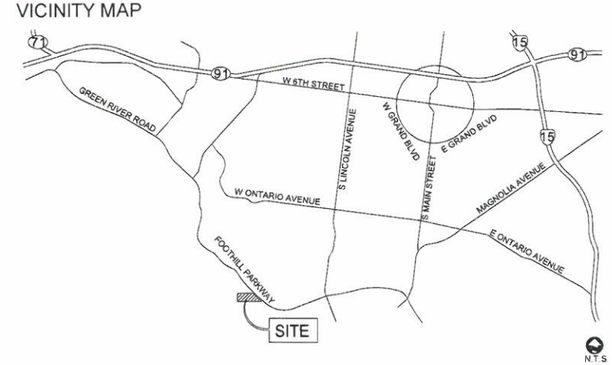
ETAF Calculations

| Regular Landscape Areas | |
|---|---|
| Total ETAF x Area | 72,964 |
| Total Area | 244,100 |
| Average ETAF | 0.30 |

| All Landscape Areas | |
|---|---|
| Total ETAF x Area | 82,012 |
| Total Area | 253,128 |
| Sitewide ETAF | 0.32 |

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas and 0.45 or below for non-residential areas.

VICINITY MAP




# SKYLINE VILLAGE

SEE SHEET L-4 FOR PLANTING LEGENDS

L-3

NORTH 0' 40' 80' 120'

# OVERALL LANDSCAPE PLAN

PREPARED FOR GF INVESTMENTS


bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551


EXHIBIT 3.I

## CONDO PLANTING PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|
| | CUPRESSUS SEMPERVIRENS<br>ITALIAN CYPRESS | 24"BOX | L |
| | GINKGO BILOBA<br>MAIDENHAIR TREE | 60"BOX | M |
| | LAGERSTROEMIA INDICA 'PURPLE TOWER'<br>PURPLE TOWER CRAPE MYRTLE | 48"BOX | M |
| | LAURUS NOBILIS<br>BAY LAUREL | 36"BOX | M |
| | OLEA EUROPAEA 'SWAN HILL' TM<br>SWAN HILL OLIVE | 16 X 16 FIELD GROWN | L |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L |
| | RHUS LANCEA<br>AFRICAN SUMAC | 15 GAL | L |
| | WASHINGTONIA ROBUSTA<br>MEXICAN FAN PALM | 18' BTH | L |
| **SHRUBS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** |
| | AGAVE ATTENUATA<br>FOXTAIL AGAVE | 5 GAL | L |
| | ALOE STRIATA<br>CORAL ALOE | 1 GAL | L |
| | BULBINE FRUTESCENS<br>STALKED BULBINE | 1 GAL | L |
| | DIANELLA TASMANICA 'SILVER STREAK'<br>SILVER STREAK FLAX LILY | 5 GAL | M |
| | LAVANDULA STOECHAS 'OTTO QUAST'<br>SPANISH LAVENDER | 5 GAL | L |
| | LIGUSTRUM JAPONICUM 'TEXANUM'<br>WAX LEAF PRIVET | 15 GAL | M |
| | MYRTUS COMMUNIS 'COMPACTA'<br>DWARF MYRTLE | 15 GAL | M |
| | OLEA EUROPAEA 'LITTLE OLLIE' TM<br>LITTLE OLLIE OLIVE | 15 GAL | L |
| | PHLOMIS FRUTICOSA<br>JERUSALEM SAGE | 5 GAL | L |
| | ROSA X 'NOASCHNEE' TM<br>FLOWER CARPET WHITE GROUNDCOVER ROSE | 5 GAL | M |
| | SALVIA CHAMAEDRYOIDES<br>MEXICAN BLUE SAGE | 5 GAL | L |
| | SALVIA GREGGII 'ALBA'<br>WHITE TEXAS SAGE | 5 GAL | L |
| **GROUND COVERS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** | **SPACING** |
| | ROSMARINUS PROSTRATUS<br>PROSTRATE ROSEMARY | 5 GAL | L | 36" o.c. |
| | SENECIO MANDRALISCAE<br>BLUE FINGER | 1 GAL | L | 30" o.c. |

## RETAIL/FOOD HALL PLAZAS PLANTING PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|
| | ARBUTUS X 'MARINA'<br>ARBUTUS MULTI-TRUNK | 36"BOX | M |
| | CERCIS OCCIDENTALIS<br>WESTERN REDBUD MULTI-TRUNK | 15 GAL | L |
| | CITRUS X LIMON 'IMPROVED MEYER'<br>MEYER LEMON | 24"BOX | M |
| | LAGERSTROEMIA INDICA 'PURPLE TOWER'<br>PURPLE TOWER CRAPE MYRTLE | 48"BOX | M |
| | PARKINSONIA X 'DESERT MUSEUM'<br>DESERT MUSEUM PALO VERDE | 36"BOX | L |
| | PLATANUS RACEMOSA<br>CALIFORNIA SYCAMORE | 72"BOX | M |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L |
| **SHRUBS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** |
| | BOUTELOUA GRACILIS 'BLONDE AMBITION'<br>BLONDE AMBITION BLUE GRAMA | 1 GAL | L |
| | HESPERALOE PARVIFLORA<br>RED YUCCA | 5 GAL | L |
| | MUHLENBERGIA CAPILLARIS 'REGAL MIST' TM<br>REGAL MIST PINK MUHLY GRASS | 5 GAL | L |
| | MUHLENBERGIA DUBIA<br>PINE MUHLY | 5 GAL | L |
| | ROSMARINUS OFFICINALIS 'TUSCAN BLUE'<br>TUSCAN BLUE ROSEMARY | 5 GAL | L |
| | STRELITZIA JUNCEA<br>NARROW-LEAFED BIRD OF PARADISE | 5 GAL | L |
| **GROUND COVERS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** | **SPACING** |
| | CAREX TUMULICOLA<br>BERKELEY SEDGE | 1 GAL | L | 10" o.c. |
| | PENNISETUM SPATHIOLATUM<br>SLENDER VELDT GRASS | 5 GAL | L | 12" o.c. |
| | SENECIO MANDRALISCAE<br>BLUE FINGER | 1 GAL | L | 30" o.c. |

## SLOPE / FUEL MODIFICATION PALETTE

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|
| | CERCIS OCCIDENTALIS<br>WESTERN REDBUD MULTI-TRUNK | 15 GAL | L |
| | PLATANUS RACEMOSA<br>CALIFORNIA SYCAMORE | 24"BOX | M |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 24"BOX | L |
| | QUERCUS DOUGLASII<br>BLUE OAK | 60"BOX | L |
| **SHRUBS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** |
| | CISTUS X HYBRIDUS<br>WHITE ROCKROSE | 5 GAL | L |
| | CISTUS X PURPUREUS<br>ORCHID ROCKROSE | 5 GAL | L |
| | DODONAEA VISCOSA 'PURPUREA'<br>PURPLE LEAFED HOPSEED BUSH | 15 GAL | M |
| | LEUCOPHYLLUM FRUTESCENS<br>TEXAS SAGE | 5 GAL | L |
| | LEYMUS CONDENSATUS 'CANYON PRINCE'<br>CANYON PRINCE BLUE RYE | 5 GAL | L |
| | SALVIA GREGGII 'ALBA'<br>WHITE TEXAS SAGE | 5 GAL | L |
| **SHRUB AREAS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** | **SPACING** |
| | DUDLEYA PULVERULENTA<br>CHALK DUDLEYA | 5 GAL | L | 24" o.c. |
| **GROUND COVERS** | **BOTANICAL / COMMON NAME** | **SIZE** | **WUCOLS** | **SPACING** |
| | BACCHARIS PILULARIS 'PIGEON POINT'<br>COYOTE BRUSH | 1 GAL | L | 84" o.c. |

ARBUTUS X 'MARINA'

CERCIS OCCIDENTALIS

CITRUS X LIMON 'IMPROVED MEYER'

CUPRESSUS SEMPERVIRENS

GINKGO BILOBA

LAGERSTROEMIA INDICA 'PURPLE TOWER'

LAURUS NOBILIS

OLEA EUROPAEA 'SWAN HILL'

PARKINSONIA X 'DESERT MUSEUM'

PLATANUS RACEMOSA

QUERCUS AGRIFOLIA

QUERCUS DOUGLASII

RHUS LANCEA

WASHINGTONIA ROBUSTA

# SKYLINE VILLAGE

L-4

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## PRELIMINARY PLANTING PALETTES

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021

## RETAIL PLAZA LEGEND

1. PEDESTRIAN ENTRY PLAZA
2. PEDESTRIAN BRIDGE
3. CHESS COURT UNDER CITRUS TREE BOSQUE
4. GRAND STAIRS
5. CONTAINER RETAIL / RESTAURANT
6. RETAIL VILLAGE PLAZA
7. ELEVATED DINING TERRACE
8. LAWN WISEATING AND DISCOVERY PLAN
9. SEATING GARDEN W/ FIRE PIT
10. DOG PARK W/ BOULDERS, NATURAL ELEMENTS
11. RAISED SEATING TERRACE W/ FESTOON LIGHTS
12. BIKE PARKING
13. ART SCULPTURE
14. STONE PAVING
15. FESTOON LIGHTING
16. DECORATIVE WATER FOUNTAIN
17. RETAINING WALL W/ GLASS GUARDRAIL TO KEEP ALL VIEWS
18. CORNER ENTRY MONUMENT
19. PERGOLA
20. BACK OF HOUSE / STORAGE

## FOOD HALL PLAZA LEGEND

1. PEDESTRIAN ENTRY PLAZA
2. PEDESTRIAN BRIDGE
3. BEER GARDEN
4. HEARTH
5. POP UP BEER KIOSK
6. FIRE TERRACE
7. DINING COURT
8. WATER FEATURE W/ BOULDERS
9. BARTOP PLANTER
10. OVERLOOK LAWN
11. GAME COURT
12. FOOD COURT BUILDING
13. SHADE TRELLIS
14. STONE PAVING
15. CITRUS TREE BOSQUE

# SKYLINE VILLAGE

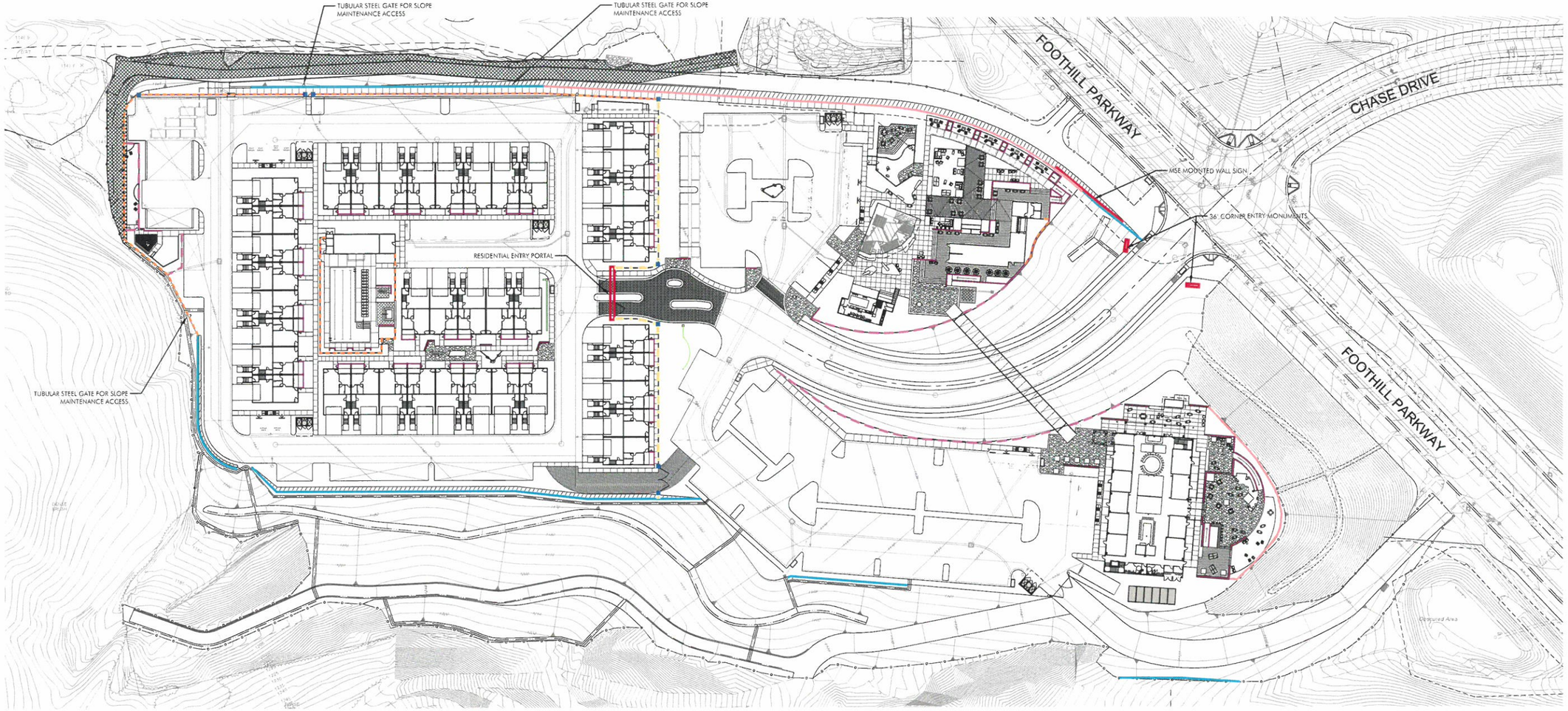
L-6

NORTH 0' 20' 40' 60'

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

# RETAIL PLAZA AND FOOD HALL PLAZA ENLARGEMENT PLANS

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021




## LEGEND

- 78" SQ. STUCCO PILASTER
- 72" WIRE GUARD FENCE ABOVE MSE WALL
- 72" GLASS GUARD FENCE
- 42" TUBULAR STEEL FENCE
- 72" TUBULAR STEEL FENCE
- 72" STUCCO WALL W/ DECORATIVE CAP
- 24" - 36" VENEER SEAT WALLS / LOW WALLS
- 36" LIMESTONE VENEER ACCENT WALL
- ENTRY MONUMENTS - REFER TO CALLOUTS ABOVE

# SKYLINE VILLAGE

L-7

NORTH 0' 40' 80' 120'

bmla
LANDSCAPE ARCHITECTURE
310 NORTH JOY STREET | CORONA, CA 92879
T: 951.737.1124 | F: 951.737.6551

## CONCEPTUAL WALL AND FENCE PLAN

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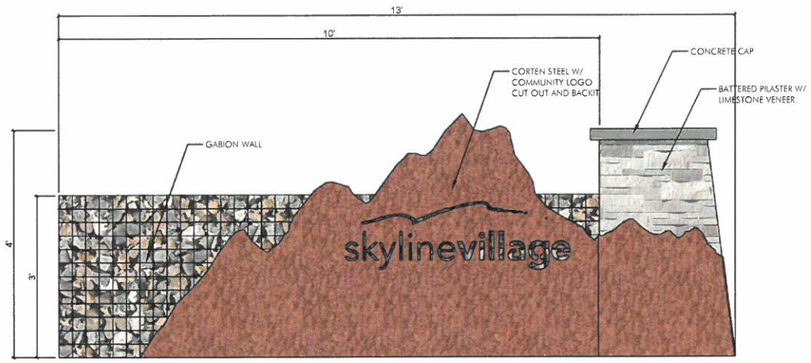
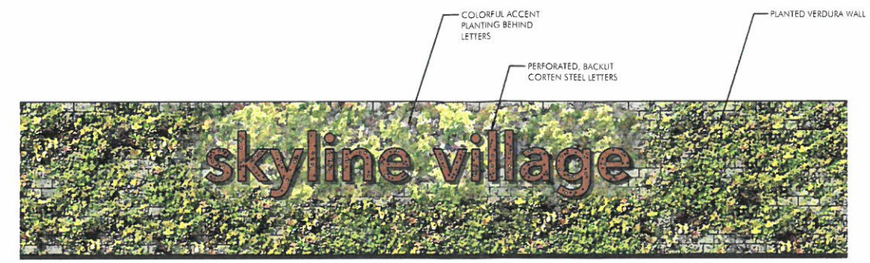
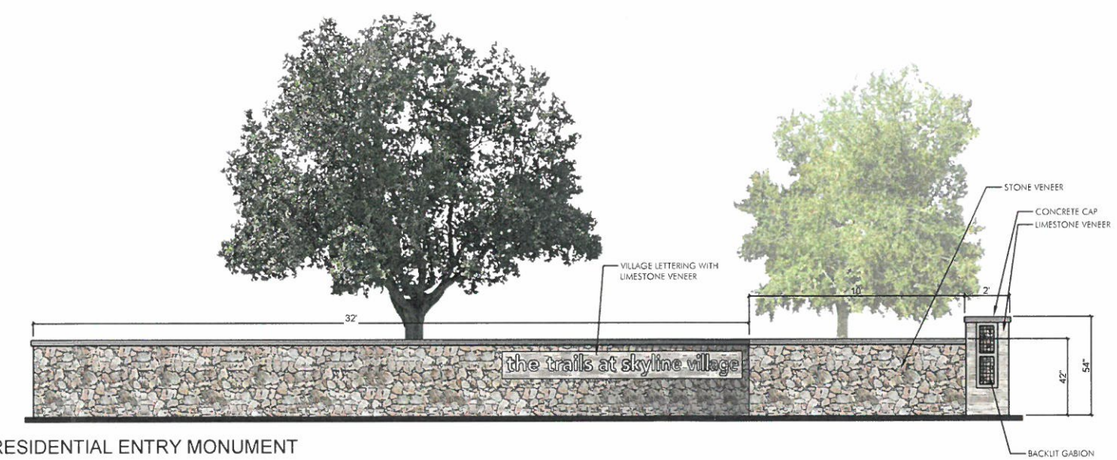
3/25/2021



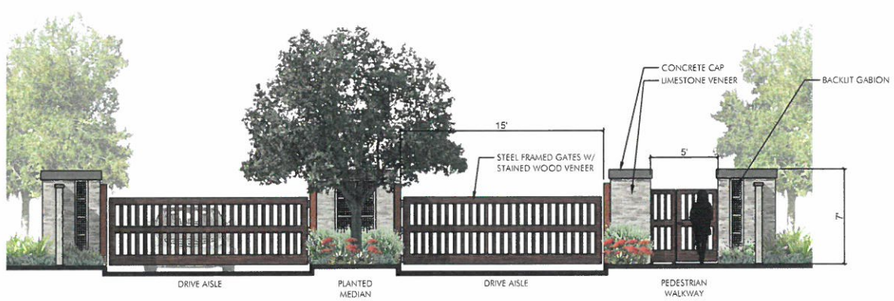

ENTRY MONUMENT AT CORNERS



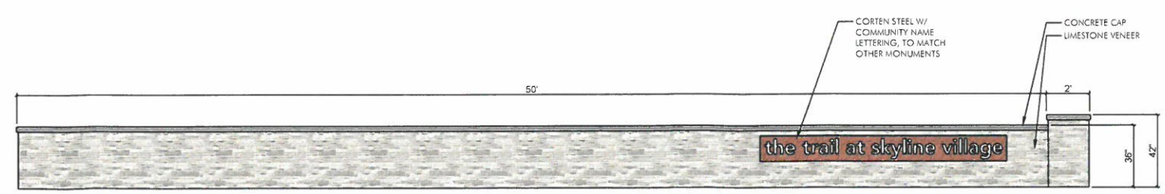

KEYSTONE WALL




RESIDENTIAL ENTRY MONUMENT




RESIDENTIAL GATED COMMUNITY ENTRANCE




RESIDENTIAL WAYFINDING MONUMENT

# SKYLINE VILLAGE

L-8

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## WALL AND FENCE ELEVATIONS

PREPARED FOR GF INVESTMENTS
PO BOX 77211 CORONA, CA 92877
3/25/2021

skylinevillage

FOOTHILL PARKWAY & CHASE
CORONA, CA

# SIGN PROGRAM

PROVIDED BY

image360
Graphics › Signage › Displays

IMAGE360 CORONA
127 RADIO ROAD CORONA , CA 92879
951.734.8181
WWW.IMAGE360CORONA.COM

EXHIBIT 3.J

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## PROPERTY OWNER

## SIGN DESIGNER


IMAGE360 CORONA
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T: 951.734.8181
Contact Name: Eugene Montanez
E: eugene@image360corona.com


### OBJECTIVE

The objective of the following sign criteria is to provide standards and specifications that assure consistent quality, size, variety and placement for Tenant signs throughout this project. This criteria is also intended to stimulate creative invention and achieve the highest standard of excellence in environmental graphic communication. Such excellence is best achieved through open and frequent dialogue between Tenant, Landlord, and the project's graphic design consultant. Signage at Bedford Marketplace in Corona, CA is an integral part of the center's image and appeal, so signs must be thoughtfully designed, placed and proportioned to the individual architectural facade on which they are placed. Care in the design and installation of store signs will enhance customer's appreciation.

### OVERVIEW

The overview of this criteria is to assist the Landlord/Tenant and City relationship.
The Landlord will be responsible to:

a. Provide base building design and construction information requested by Tenant's sign design consultant.
b. Review, comment and approve Tenant sign submission.

In return, the Tenant will be responsible for:
Design, fabrication, permitting and installation of signs, including any structural support and electrical service and any special installation requiring addition or modification to the shell building approved by the Landlord.

## PROPERTY SIGNAGE

1. Entry Monuments At Corners – Two (2) 4'x13' Corten Steel with Community logo cut out and backlit.
2. Keystone Wall Sign – One (1) 5'x30' Perforated backlit Corten steel letters.
3. Residential Entry Monument – One (1) 1'6"x12' Village lettering with limestone veneer.
4. Bridge Sign - One (1) 5'x30' Corten Steel mounted on the Bridge backlit. Colors and style shown in image below.

### BUILDING ADDRESS NUMBERS

- 12" tall (minimum) address numbers per building.
- Address numbers shall be fabricated out of 1/2" deep painted acrylic and pin mounted into fascia.
- Color to be contrasting to the fascia it is installed on.
- (Note: stroke of number may not be less that 1/2" in accordance to CBC section 501.2)

## TENANT SIGNAGE

### WALL SIGNS

- Creative design and materials will be encouraged.
- Sign area per each Tenant shall be calculated as follows: One (1) square feet of sign area per each linear foot of store frontage, up to 200 sqft maximum
- 
- One or two lines of copy is permitted and may consist of upper and/or lower case letters.
- Signage is permitted on four elevations, provided that the allowable sign area is not exceeded.
- Signage is permitted on three sides of a building, provided that the allowable sign area is not exceeded. by the Tenant's leased storefront, and will be included as part of the overall allowable sign area.
- The maximum width of any Tenant's storefront sign may not exceed seventy-five percent (75%) of the Tenant's leased storefront.
- In no case may a sign extend beyond the roof parapet or adjacent building eave line unless specifically approved by the City and the Landlord. Signs are not permitted on or against any roof structures.
- All signs shall be measured for area by drawing a shape (rectangular or other) around each element of the individual signs. For example, measure the area of letters and area of icon and/or logo separately. The sign height shall be the total height of all letter and graphics combined. Ascenders and descenders will not be calculated in the overall sign area except capital letters.

**Deviation from requirements:**
When it is found that the strict or literal interpretation of the provisions set forth in this criteria would cause undue difficulties and unnecessary hardship inconsistent with the purpose and intent of this criteria, a minor deviation may be granted subject to specific requirements and findings as set forth below.

- The sign is in proportion to the structure or use to which it relates.
- The sign's external features are in balance and unity, and present a harmonious appearance.
- The sign is consistent with the objectives of the overall general plan.

## CALUCULATING SIGN AREA

## WALL SIGN STYLES

Creative and imaginative signage is strongly encouraged and will be the standard for Landlord review/approval of all sign design submittals.

There are many acceptable sign treatments, however a Mixed Media * three-dimensional approach combining several different fabrication and lighting techniques is preferred. Tenants are strongly encouraged to consider the specific architectural style of their facade, the overall concept of the project, the scale of the proposed sign and the critical viewing angles and sight lines when designing appropriate graphics and signs for the storefront. Note that specific locations and surrounding architectural treatments can limit the maximum sign height and length, which may differ from the general guidelines proposed above. The Landlord reserves the right to approve or reject any proposed sign on the basis of the size and placement.

* Mixed Media signs are signs employing two or more illumination and fabrication methods.

For example: Halo lit reverse channel letters with exposed neon accents. Also, although simple rectangular cabinet signs are not allowed, mixed media signs may be composed of elements, one of which may be a panel or cabinet. However, the panel / cabinet sign should not exceed 50% of the total sign area. With the Landlord's approval, complex shaped (i.e Polyhedron) sign cabinets which is part of a national logo, may be used alone if they incorporate dimensional elements such as push-through letters.

## ACCEPTABLE SIGN STYLES INCLUDE:

1. Standard front-illuminated channel letters.
2. Trim-capless channel letters.
3. Trim-capless channel letters with push-thru acrylic.
4. Halo-illuminated channel letters, 3" deep minimum.
5. Halo-illuminated channel letters with countour cabinet.
6. Halo-illuminated, reverse channel letters.
7. Mixed media / dimensional signs using images, icons, logos, etc.
8. Signs mounted to hard canopies, eyebrows, or other projecting architectural elements.
9. Exposed neon if used as an accent, subject to approval by the Landlord and the City of Corona, California as applicable.

## TYPE/FONT STYLES & LOGOS

The use of logos and distinctive type styles is encouraged for all Tenant signs. Sign lettering may be combined with other graphics and or dimensional elements denoting the type of business. The Tenant may adapt established styles, logos and/or images that are in use on similar buildings operated by the Tenant in California, provided that these images are architecturally compatible and approved by the Landlord. The typeface may be arranged in one (1) or two (2) lines of copy and may consist of upper and/or lower case letters. The Tenant should identify trademark protected type and marks in their sign submission to assist the Landlord in the review process.

## LIGHTING

Tenant signs should be creatively illuminated using a variety of lighting techniques.
One or more of the following are allowed:

1. Light Emitting Diodes (LED's)
2. Cove Lighting (Indirect Illumination)
3. Incandescent light bulb
4. Digital signage

If it is determined by Landlord at any time that the primary lighting of Tenant's wall sign or blade sign is too intense, the Landlord may require at Tenant's expense to install a dimmer switch.

Digital signage to have automatic dimmers for nighttime hours.

## COLORS

The following guidelines are for selecting colors of Tenant's signage.
The project and the individual building facade will consist of a variety of colors and materials. The Landlord encourages the tenant to consider these colors when choosing sign colors.

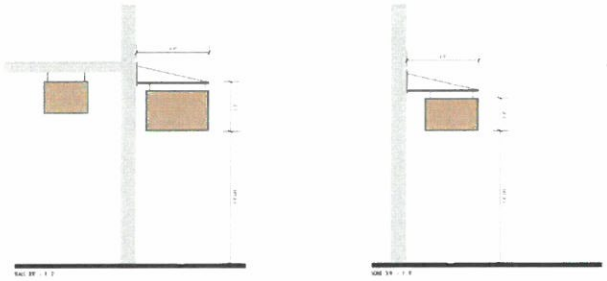
- Signs may incorporate regionally and nationally recognized logo colors.
- Sign colors should be selected to provide sufficient contrast against building background colors.
- Sign colors should be compatible with and complement building background colors.
- Sign colors should provide variety, sophistication and excitement.
- Neon accent colors should complement related signage elements.

## PROJECTING BLADE / UNDER CANOPY SIGN

Each tenant is permitted one (1) blade / under canopy sign per tenant space. The blade sign program requires that each Tenant's graphic identity be transformed into a dimensional double-faced sign. The Landlord encourages the Tenant to propose blade / under canopy sign designs, which enrich the pedestrian environment with a creative use of color and material combined with a strong store name identification.

- Blade / under canopy signs may be illuminated or non-illuminated. Illuminated signs may have an internal or external light source. The blade sign may use creative shapes and be three-dimensional.
- Blade / under canopy signs shall project no more than 3.5' from the building face and shall be no more than three feet (3'-0") in height, with a maximum of eight (8) square feet of area for each face. Clearance from the underside of the blade sign to the finished common area paving shall be a minimum of eight (8'-0") feet.
- Proposals for blade / under canopy sign designs will be reviewed at the time of the Tenant's overall sign design submission. It is the responsibility of the Tenant to ensure that his or her fabrication and installation contractor includes adequate support for the blade sign and all required electrical services and connections.
- The blade sign may not be the Tenant's primary store identification sign and will not be included in the calculation for the overall sign area permitted.

Note: Tenant reserves the right to choose blade sign style but not location. Each location to be determined by Landlord.

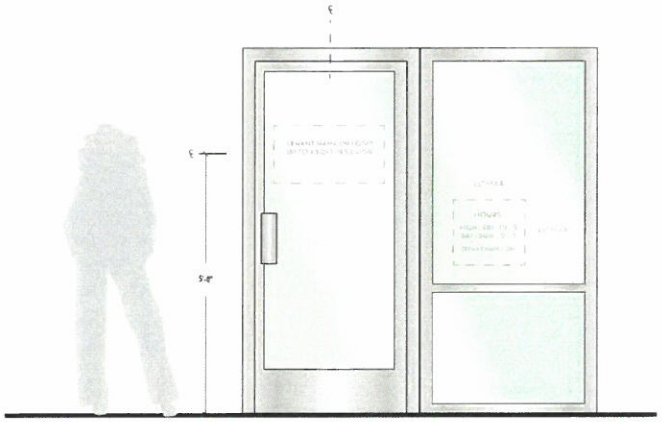


## WINDOW DISPLAY GRAPHICS

Each Tenant is allowed a limited amount of window signage on their storefront windows and doors.

1. Two (2) square feet of company vinyl name and/or logo on the storefront window Note: Exposed neon is not permitted in windows
2. 1.5 square feet of company store hours, to be white vinyl non lit copy.
3. Second surface vinyl graphics on storefront windows permitted, subject to Landlord approval.
4. No more than twenty-five percent (25%) of a window shall be used for any type of signage
5. Alcohol & tobacco advertisements will not be permitted, unless specifically approved by Landlord.

NOTE: All of the above requires approval from the Landlord and the content will be at the sole discretion of the Landlord. County Health Cards are to be displayed on an interior wall rather than a window, unless required by Health Code.



## REAR ENTRY SIGNS

4" tall vinyl address numbers
2" tall vinyl tenant name
2 square feet maximum sign area
Vinyl to be applied to door and to be contrasting to door color.

## THE FOLLOWING SIGNS ARE PROHIBITED

1. A sign that consists of only an unadorned rectangular cabinet sign with translucent or opaque faces.
2. Temporary wall signs, pennants, sale /promotional banners, inflatable displays, unless with specific prior approval from Landlord and in accordance with City of Corona, California as applicable.
3. Signs erected in a manner that a portion of its surface or supports will interfere in any way with the free use of a fire escape, exit, or standpipe or obstruct a required ventilator, door, stairway, or window above the first story.
4. Exposed junction boxes, wires, plug in wires on window signs, transformers, lamps, tubing, conduits, raceways or neon crossovers of any type.
5. Signs using trim-cap retainers that do not match the color of the letter and logo returns (polished gold, silver or bronze trim caps are NOT permitted).
6. Pre-manufactured signs, such as franchise signs that have not been modified to meet these criteria.
7. Paper, cardboard, or Styrofoam signs, stickers, or decals hung around or behind storefronts (Except those required by governmental agencies).
8. Exposed fasteners, unless decorative fasteners are essential to the sign design concept.
9. Simulated materials such as wood grained plastic laminates or wall coverings.
10. Rooftop signs or signs projecting above roof lines or parapets.
11. Signs on mansard roofs or equipment screens.
12. Advertising or promotional signs on parked vehicles.
13. Sign company decals in full view (limit to one placement only).
14. Painted signs.
15. Wind-activated and balloon signs.
16. Outdoor advertising structures (billboards).
17. Abandoned and/or dilapidated signs and sign structures.
18. Obscene or offensive signs.
19. Signs emitting audible sounds, odors, or visible matter.
20. Signs on public property or projecting within the public right-of-way, except with an encroachment permit issued by the City of Corona.
21. Noncompliant signs are to be removed immediately upon request.

## APPROVAL PROCESS

The Landlord has engaged the services of a sign consultant for the entire project who will assist in the review and approval of tenant sign submissions and ensure their conformance to the project's overall Sign Criteria.

At least thirty (30) days prior to the Landlord's scheduled delivery of the premises, Tenant shall provide the following information to the Landlord for review.
Note: This information is separate from sign approval submission and store design and drawing submissions, and will be used to begin the sign design process.

Store Name;
Store Logo (in color with colors identified);
Store materials, colors and finishes.

Allowing reasonable time for Landlord's review and Tenant's revision of submission in advance of sign fabrication, Tenant shall submit for Landlord's approval, three (3) sets of complete and fully dimensioned shop drawings of the Tenant's sign to the Landlord's designated representative.

Shop drawings shall include at least the following:

- Tenant's entire building facade elevation, showing the proposed sign, in color drawing to scale of 1/4" - 1'-0".
- A site plan with the marked locations of the proposed sign(s).
- Storefront (partial building) elevation showing the location, size, color, construction and installation details of the Tenant's proposed sign.
- Typical "section-through" letter and/or sign panel showing the dimensioned projection of the letter or panel face and the illumination method.
- Color and material samples together with a photograph (if possible) of a similar installation.

Within thirty (30) days of receipt of the sign submission, the Landlord will approve, as noted, or disapprove with comments the Tenant's sign design. Tenant must respond to the Landlord's comments and re-submit within fourteen (14) calendar days, and repeat this process until all sign design, fabrication and installation issues are resolved to the Landlord's satisfaction.

Upon receipt of final sign approval, Tenant may submit the proposed sign to the governing agency for review for consistency with the Sign Program and the required fabrication and installation permits.
Tenant is required to provide one (1) set of the Landlord approved drawings to the City of Corona, California when submitting for planning approval and building and electrical permits.

## FABRICATION

The Tenant must ensure that his or her sign fabricator and installer understand their responsibilities before they begin the sign fabrication. The Tenant's sign contractor is responsible for the following:

1. Signs must be fabricated of durable appropriate weather resistant materials complementary to the base building materials.
2. Dissimilar metals used in sign fabrication shall be separated with non-conductive gaskets to avoid electrolysis. Additionally, stainless steel fasteners shall be used to attach dissimilar metals.
3. Threaded rods or anchor bolts shall be used to mount sign letters which are held off the background panel. Angle clips attached to letter sides will NOT be permitted.
4. Colors, materials, finishes shall exactly match those submitted to and approved by the Landlord.
5. Visible welds and seams shall be ground smooth and filled with auto body compound before painting.
6. No fasteners, rivets, screws or other attachment devise shall be visible from any public vantage point.
7. Finished metal surfaces shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips and runs and shall have a uniform surface conforming to the highest industry standards.

## INSTALLATION

The Tenant's sign installer will provide the following:

1. Provide the Landlord with an original certificate of insurance naming the Landlord as an additional insured for liability coverage in an amount required by Landlord.
2. Obtain all required sign permits from the City of Corona, California as applicable: and deliver copies to the Landlord before installing the sign(s).
3. Keep a Landlord approved set of sign drawings on site when installing the sign(s).
4. Warrant the sign(s) against latent defects in materials and workmanship for a minimum of one (1) year.

## MAINTENANCE OF THE SIGN

The Tenant shall employ professional sign fabricators and installers approved by the Landlord who are well qualified in the techniques and procedures required to implement the sign design concept. The Tenant will abide by all provisions, guidelines and criteria contained within this "Skyline Village" Sign Program. Only those sign types provided for and specifically approved by the Land-lord in Tenant's sign submission documents will be allowed. The Landlord may, at his discretion and at the Tenant's expense and after proper notice to Tenant, replace or remove any sign that is installed without Landlord's written consent, or that is not executed in conformance with the approved submission. Tenant shall furnish the Landlord with a copy of all sign fabrication and installation permits prior to installation. It will be the responsibility of the Tenant to remove its storefront sign and/or blade sign and to satisfactorily repair and patch holes of their storefront sign area should they vacate the premises.

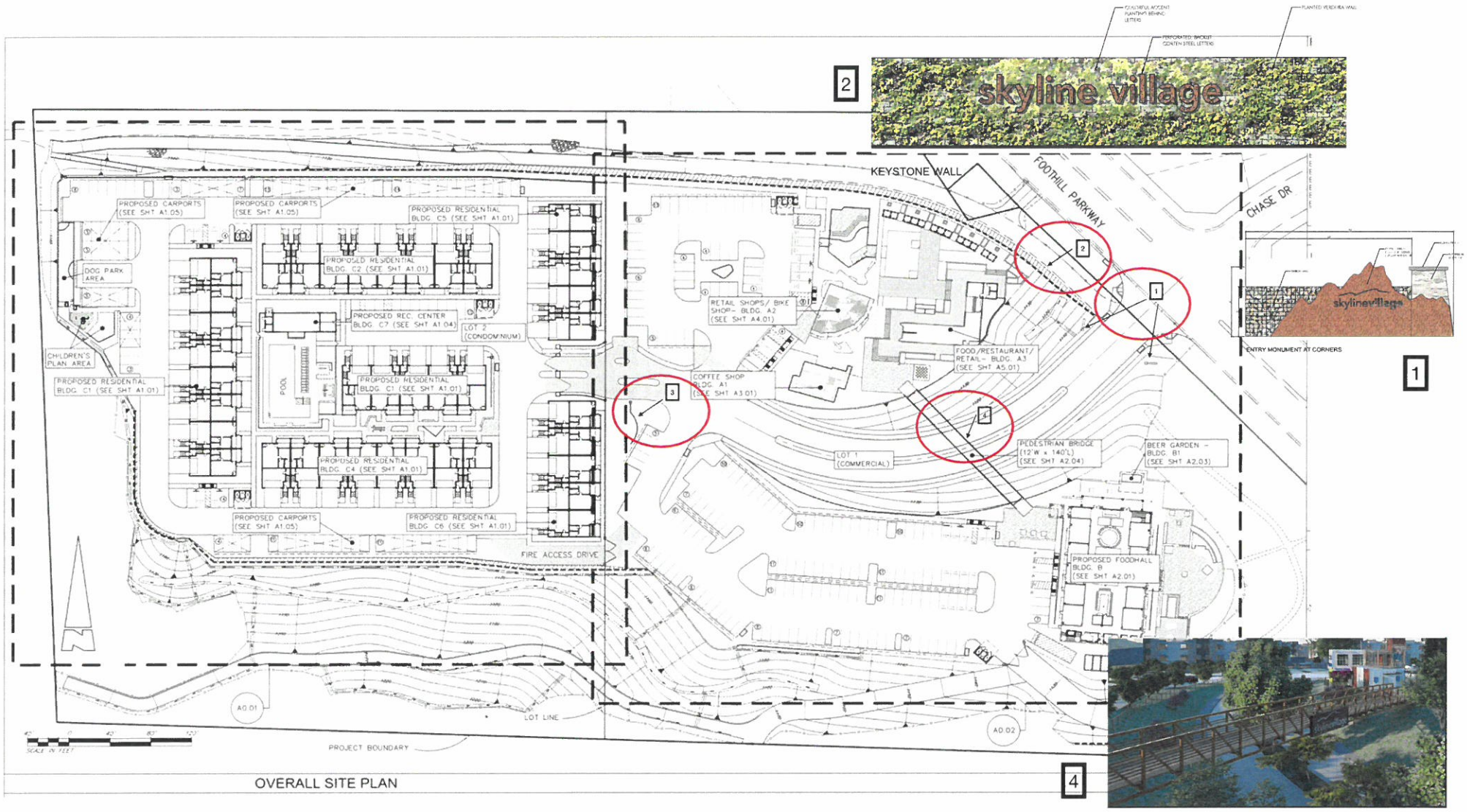
## PARKING CODE SIGNAGE

FRONT VIEW | SCALE 1/2"=1'-0"

SKYLINE VILLAGE
CORONA, CA

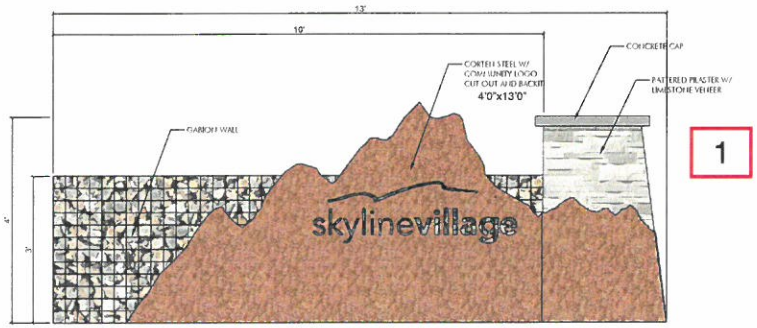
image360 Graphics • Signage • Displays

SHEET
9




OVERALL SITE PLAN

Sheet
10

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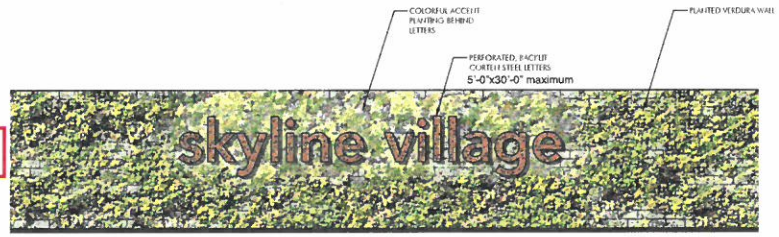
ENTRY MONUMENT AT CORNERS

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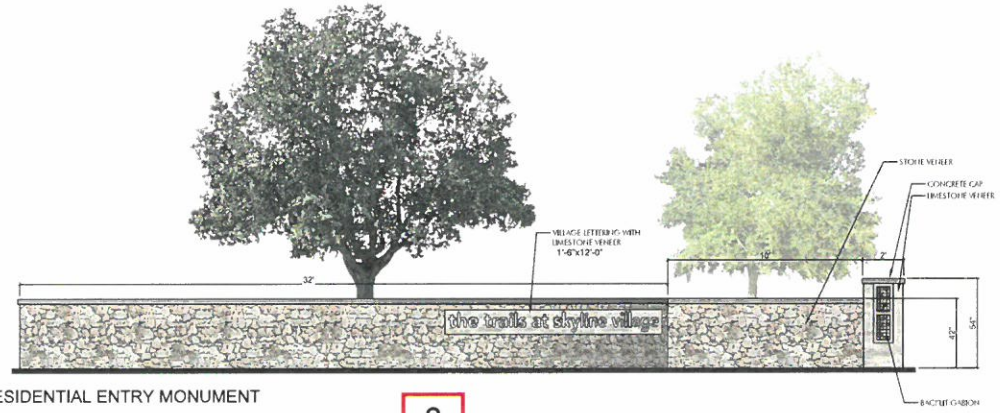
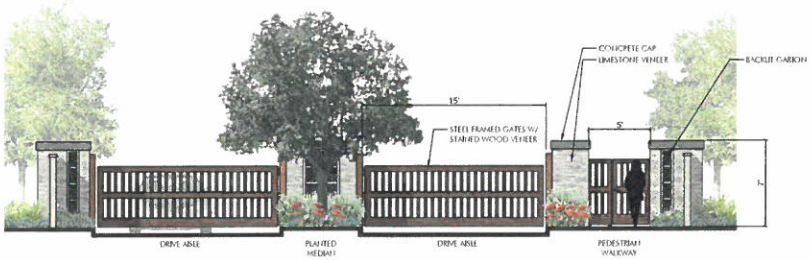
KEYSTONE WALL




RESIDENTIAL ENTRY MONUMENT

3




RESIDENTIAL GATED COMMUNITY ENTRANCE

Sheet
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# SKYLINE VILLAGE

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## WALL AND FENCE ELEVATIONS

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08/20/2020

BELGARD

# Anchor™ Planter Block

## Retaining Wall System

From colorful plants to climbing vines, the planter block softens the look of a retaining wall system by adding natural elements and vegetation. Planter blocks feature a large recessed space that is perfect for soil and plants. To keep the plants looking beautiful, a built-in channel is included to hold irrigation lines. Incorporate these versatile planter blocks into Vertica®, Vertica Pro® and Diamond Pro® retaining wall systems, or use them alone as a wall system.

EXHIBIT 3.K

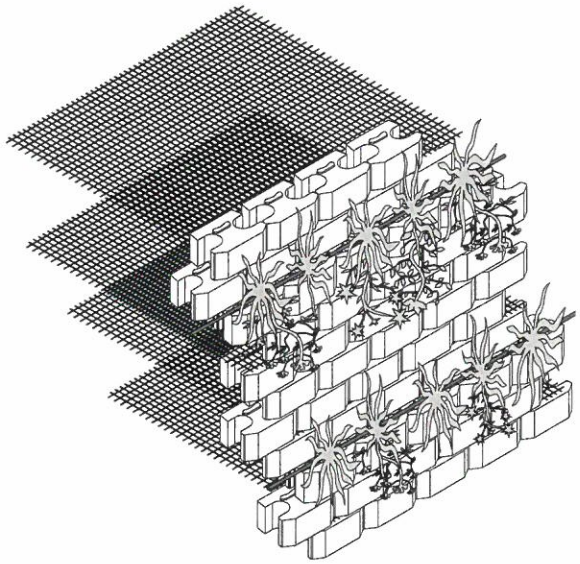
# Anchor™ Planter Block

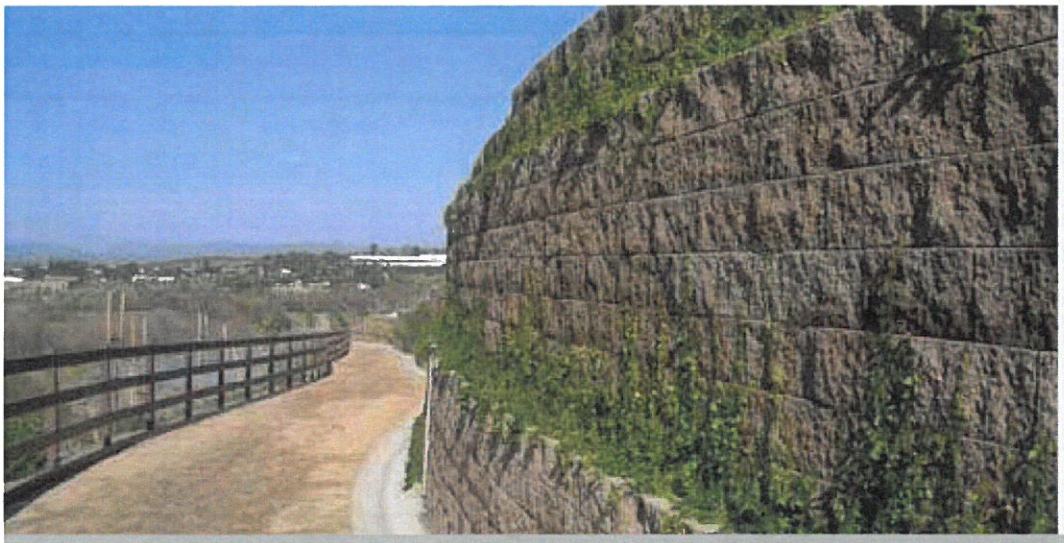
## Benefits of Anchor™ Planter Block:

- Incorporate these versatile planter blocks into Vertica®, Vertica Pro® and Diamond Pro® retaining wall systems, or use them alone for the entire wall

## Benefits by the numbers:

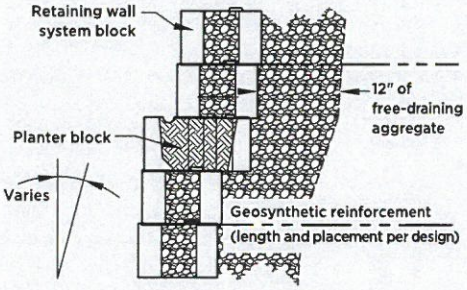
- Setback: 5¾"
- Approximate Weight: 95 lbs.*
- Coverage: 1.0 square feet

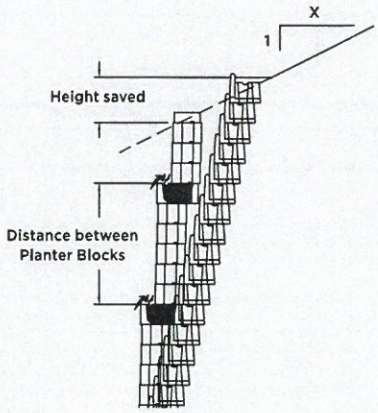




**Approximate Dimensions** (HxLxD)*

**Block**
8" x 18" x 16"




*Product dimensions are height by face length by depth. Actual dimensions and weight may vary from these approximate values due to variations in manufacturing processes. Contact your Belgard representative for details.*

Wall Innovations By

ANCHOR™ WALL SYSTEMS

BELGARD

Sierra an Oldcastle® company

10714 Poplar Avenue
Fontana, CA 92337

4202 Gibraltar Court
Stockton, CA 95206

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# NOVEMBER 11, 2020 - 6:30PM
# NEIGHBORHOOD INFORMATION MEETING

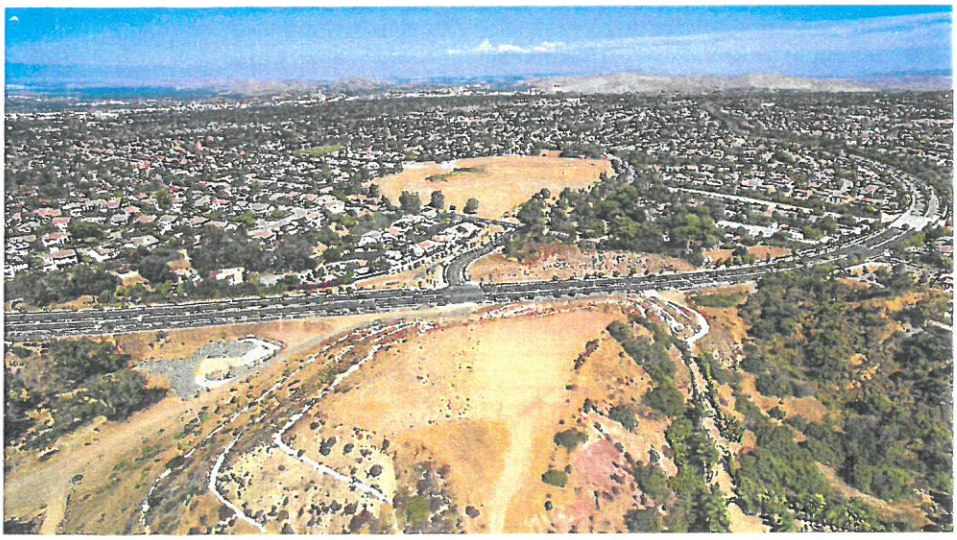
## Proposed Project "Skyline Village"

You are invited to learn more about the proposed development off Foothill/Chase road in south Corona. Please join us on our Covid-19 Friendly Zoom call on November 11th at 6:30pm for a presentation and questions/answer session about the new project.

Zoom Information_____

The proposed project is over 17 acres at the corner of Foothill & Chase and will be mixed-use commercial/residential. The commercial component will consist of a Food-hall that will host local Non-Franchised Eateries, Brew Pubs, Local Wine tasting, Day Spa, Coffee, Juice Bar, Bike Shop, Local Farmers Market Grocery/Deli, outdoor spaces with Firepits and creeks to enjoy our city and mountain view. The residential portion will consist of 78 rustic-modern designed Townhomes component with rooftop decks to take advantage of the amazing views.

skylinevillage



## Skyline Village

**Food Hall with Non-Franchised Eateries and Drinks**

**Corona's Very own Destination with city and mountain views**

**Rustic-modern Townhomes with roof top decks**

**Join us on November 11th at 6:30pm to find out more.**

**SKYLINE VILLAGE LLC**
110 N Lincoln Ave
Suite #202
Corona, CA 92882

skylinedrivevillage@gmail.com

EXHIBIT 3.L

KWC ENGINEERS
CIVIL ENGINEERS • PLANNERS • SURVEYORS

1880 COMPTON AVENUE, SUITE 100 • CORONA, CA 92881
Tel. (951) 734-2130
Fax (951) 734-9139
www.kwcengineers.com

April 9, 2021

City of Corona
Community Development Department
400 S. Vicentia Avenue
Corona, CA 92882

**Attention:** Sandra Yang, Senior Planner

**Regarding:** **Precise Plan Application (TTM No. 37691)**
**(DPR 2020-0003, DPR 2020-0008)**

Ms. Yang,

On behalf of GF Investments, Inc., I would like to take this opportunity to provide you with the essential subdivision information which will assist you in your evaluation of this proposed development. This information is as follows:

A. Subdivision Development Plan

The Tentative Tract Map provides for the orderly subdivision of 17.02 acres of vacant land situated in the hills southwest of the City of Corona in Western Riverside County. The property was previously annexed into the City of Corona per LAFCO Annexation No. 2017-06-2, City Ordinance No. 3257, City Resolution 2017-005 and 2017-006. A Zone Change and General Plan Amendment will also be processed concurrently with the Tentative Tract Map application to modify the land designation to MDR Residential with density of 6-15 DU/AC and General Commercial (GC). The proposed zoning will be amended to zoning designation of R-3 Multifamily Residential and C-3 General Commercial.

The Development will consist of two lots comprising of a 8.07-ac Multi-family lot for Condominium purposes and a 8.95-ac Commercial Lot. For the Commercial Lot, it is proposed to develop approximately 25,715 sf of commercial retail, restaurant, and office uses within the C-3 general commercial zoning designation. The F.A.R. for this commercial center is approximately 0.06. The project development will be developed in two map recording phases but will be graded in one phase for earthwork balance purposes.

B. Site Plan Layout & Parking

The design concept for the commercial center features several buildings clustered in the north half of site and a large two-story building on the south half. This creates an informal entertaining space on one side and a more formal dining and office use on the other. The commercial center is access via a shared entry roadway bisecting the Commercial lot off of Foothill Parkway leading to two designated parking areas. In the south half of the lot, is a one-story 11,529 sf Steel Frame Building with stone and timber accents comprising of approximately of 10,715 sf of useable area for food hall restaurant and dining and about

9,200 sf of useable office space for spa, nail salon or similar type uses. The food hall uses showcase a variety of local mini-restaurants, food vendors, and one or two food-focused shops, all under one roof. Spaces for outdoor seating, dining, beer garden, and entertaining space is also proposed adjacent to the building for community seating from the food hall customers creating an inviting social gathering atmosphere for patrons. In the north half of the lot, several shipping container buildings are proposed which comprises of approximately 5,800 sf of small retail shops, restaurant, and dining type uses. This area also introduces spaces for outdoor seating, dining, and entertaining which creates a welcoming social gathering atmosphere for the community and patrons of the center. The commercial center sits high above Foothill Parkway and accentuate the spectacular views of the communities to the west and north from the project site.

Parking stalls and 28' drive aisles are provided in the designated parking areas. The 28' wide drive aisles will provide fire department access and turn around capabilities. A secondary emergency vehicle access road is provided at the southeast corner of the lot allowing emergency ingress/egress in case the main entry is blocked. This EVA access road will be gated and locked restricting use to emergency purposes only. A knox box will be provided at this location for quick access.

The proposed commercial center includes 193 total parking spaces with 58 parking stalls in the north half and 135 parking stalls in the south half. This meets the minimum required parking per the City standard which would require 193 spaces. Patrons will be able to access the north and south half via a proposed 12 ft wide by 160' long steel pedestrian bridge. This Pedestrian Bridge will not only provide practical uses for safe passage of patrons but also brings forth a unique element to the Commercial Center showcasing the views of the City during the day and at night.

C. Architectural Plan

The one-story 11,529 sf Steel Frame Building with stone and timber accents with a light industrial architectural style with natural earthy elements. This building is designated as a Foodhall and Office Building with multiple dining venues and outdoor dining coupled with several office suites that could be used for Day Spa, Nail Salon, or other similar type uses. The other buildings within the commercial center brings a unique architectural look utilizing an arrangement of several shipping containers to create useable building space. This will provide fast and cost effective construction while accentuating the outdoor entertaining, dining, and social gathering the commercial center envisions for this area of the City.

D. Streets

The primary access to the site is from Foothill Parkway which runs along the easterly property line. Foothill Parkway is designated as a Secondary Highway with approximately 72 feet of pavement within a 113 foot right-of-way. A private entry road is provided at the intersection of Foothill Parkway and Chase Drive which will lead into the commercial and multifamily lots. A 28 foot wide secondary emergency access road is provided to the southwest corner of the project that also connects to Foothill Parkway. All roadways and

drive aisles shall be designed in accordance with City of Corona Standards and shall be provided in accordance with the Conditions of Approval for this project.

E. Landscaping & Irrigation

The site landscaping envisioned for the development incorporates various aesthetic elements embodying the historic citrus packing house industry of Corona bringing elements such as Citrus trees, wood, metal and rustic textures and blending it in with a more contemporary landscape setting. The landscape will consist of climate adaptive and appropriate low and medium water use planting selection. Plant materials has been chosen to provide site wide coverage, slope stabilization, parking lot shade and accentuate entries to the site. Maintenance and longevity of the plant material has been taken into consideration. Root panels and barriers will be provided on all trees necessary, consistent with all standards and specifications. A 3" layer of bark mulch will be used in all landscape areas. All landscape areas will conform to current City of Corona landscape guidelines.

The irrigation design will incorporate the latest in smart irrigation technologies. All new planter areas will include drip line. All planters will use drip line with an irrigation efficiency of 0.81. Slopes will use rotors with irrigation efficiency of 0.75. A smart irrigation controller with a rain shut off device will also be incorporated. Bark much will be used to retain moisture and reduce evaporation and an irrigation schedule will be provided to program the controller. Two irrigation schedules shall be prepared, one for plant establishment and one for after plant establishment. All new irrigation systems will comply with all current City of Coronal guidelines.

F. Perimeter Fencing

The commercial lot is partially fence along the perimeter of the site. The site will be separated from the adjacent residential community to the west and provides limited access to the open space areas to the south, east, and north. The proposed perimeter fencing will consist of 42-inch high glass guard fence and tubular steel fence to provide a protective barrier at the top of slope while maintaining views into the City below.

G. Domestic Water

The Tentative Tract Map 37691 will be served by the existing Zone 5 (1380' HWL) water system. The project site will have two main connection points to the City's existing domestic water system via a tie-in to the existing 16-inch DIP at the main entry road and at the secondary emergency access road. The proposed site will require construction or upgrade of the proposed Zone 5 Booster Pump Station having a firm pumping capacity of 500 gpm and having a fire rated pump to meet commercial fire flow needs of the project development. The booster pump station will be located at the northwest corner of Foothill Parkway and Border Avenue. This project will be responsible for the fairshare cost of the Zone 5 Booster Pump Station.

Onsite water facilities shall be constructed within the site to provide domestic service to each lot via 8-inch and 12-inch pipelines while providing the necessary minimum water pressures and shall be designed in accordance with the City of Corona Department of

Water and Power 2012 Design Policy. The onsite facilities will also provide an acceptable level of fire protection to the development.

H. Recycled Water

The landscaped HOA areas within Tentative Tract Map 37691 will be served by the existing Zone 3 (1380' HWL) recycled water system. The project site will have water meters stub out along Foothill Parkway from the City's existing 16-inch recycled water pipe. Onsite irrigation pipelines will bring the water into the project to irrigate the project's HOA and POA landscaped areas. No onsite recycled water mains are proposed for this project.

I. Sanitary Sewer

The Tentative Tract Map 37691 is proposing a network of onsite 8-inch gravity sewer lines that will collect and convey the project's sewer flows to the City of Corona's existing sewer system to be treated. The projects sewer flows are tributary to the City's WWTP #1 located north of the project site at Railroad Street and Smith Avenue via the existing Sewershed 14 trunk sewer system. The proposed 8-inch gravity sewer will connect to the existing sewer trunk system at Trudy Way.

Onsite gravity sewer lines shall be constructed within the site to provide sewer service to each lot and shall be designed in accordance with the City of Corona Department of Water and Power 2012 Design Policy.

J. Storm Drainage

There is one existing canyon/ravine that run across the project site along the northerly property line. This canyon is shown as blue line streams according to the USGS Quad Maps and is unnamed. The tributary drainage to this stream is approximately 311 acres and currently drains to the Kroonen Canyon Channel and Oak Street Debris Basin located near Chase Drive and Mangular Avenue. This stream is proposed to be left natural but modifications will be made to the southerly channel embankment slope to channelize the streambed as part of the development grading. A system of storm drain pipes are proposed to collect and convey the runoff across the site to the designated discharge points along this existing channel. The channel drains to an existing headwall inlet and underground storm drain system at the east side of Foothill Parkway. This existing storm drain line drains to the Oak Street Debris Basin located east of the project.

The project hydrology and storm drain system will be designed in accordance with recent City of Corona and Riverside County Flood Control & Water Conservation District's design requirements. The onsite storm drain pipes, laterals, catch basins, and inlet and outlet structures are to be publicly maintained by the City of Corona.

Thank you for your time and consideration. Please feel free to contact me via e-mail or on my cell at 951-901-5405.

Sincerely,

Mike C. Taing, P.E.
Director of Engineering

Enclosure

# *CITY OF CORONA*
# *MITIGATED NEGATIVE DECLARATION*

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**GPA2020-0003:** General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**CZ2020-0002:** Change of Zone application to change the zoning on 17.02 acres from A (Agricultural) to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres, located on the southwest side of Foothill Parkway at Chase Drive.

**TTM 37691:** Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**PP2020-0005:** Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**CUP2020-0001:** Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone, located on the southwest side of Foothill Parkway at Chase Drive.

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 South Vicentia Avenue, Corona, CA 92882.

Date:_____

_____
Mayor
City of Corona

Date filed with County Clerk:

_____

**EXHIBIT 4**

# CITY OF CORONA
# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
# FOR THE
# SKYLINE VILLAGE MIXED-USED PROJECT

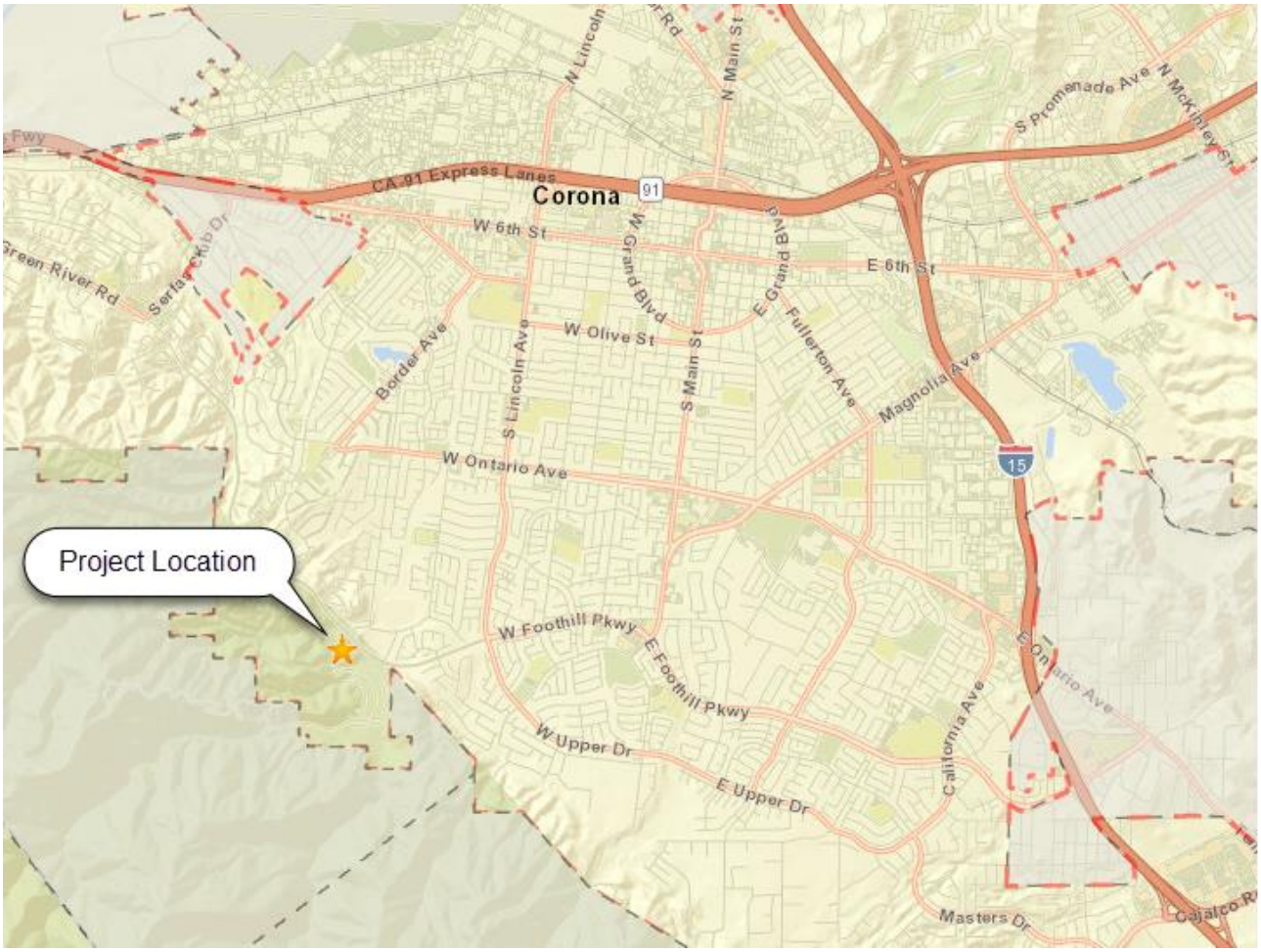
**PROJECT TITLE:** Skyline Village

- General Plan Amendment 2020-0003 (GPA2020-0003)
- Change of Zone 2020-0002 (CZ2020-0002)
- Tentative Tract Map 37691 (TTM 37691)
- Precise Plan 2020-0005 (PP2020-0005)
- Conditional Use Permit 2020-0001 (CUP2020-0001)

**PROJECT LOCATION:** North of Trudy Way, southwest of Foothill Parkway and Chase Drive, in the City of Corona, County of Riverside (APNs 275-050-014 and 275-080-041)

**PROJECT PROPONENT:** Chris Bowen
GF Investments, Inc.
110 N. Lincoln Avenue, Suite 202
Corona, CA 92882

**PROJECT MAPS:**



**PROJECT DESCRIPTION:** The project is a commercial and residential horizontal mixed-use development proposed on 17.02 acres generally located near the southwesterly limits of the City of Corona. The project site is comprised of two vacant parcels (APNs 275-050-014 and 275-080-041), which are located on the southwest side of Foothill Parkway at Chase Drive. The project proposes to construct a gated residential condominium development consisting of 78 dwelling units on the west half of the project site over 8.07 acres. The condominium complex includes three story attached units, a 1,400 square foot pool/recreation building, parking, and private amenities. The commercial portion will occupy the east half of the project site over 8.95 acres and includes 25,715 square feet of commercial/retail and food space.

The project requires the construction of two retaining walls that are necessary in order to create level pads for the development. One wall is located along the site's north perimeter and ranges from approximately four (4) feet to thirty (30) feet in height. The second retaining wall is located along the southwesterly perimeter of the site and ranges from approximately three (3) feet to twenty (20) feet in height.

The project will have vehicular access from Foothill Parkway via an easement that is designed as a 54-foot wide private road. The private road will be aligned with Chase Drive to create a four-way signalized intersection.

The current zoning of the project site is Agricultural, which permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. Per the City of Corona 2020-2040 General Plan, the general plan designation of the project site LDR (Low Density Residential), which permits residential density ranging from 3-6 dwelling units per acre (du/ac). The project requires a change of zone and a general plan amendment to allow for multi-family residential and commercial uses on the project site. The proposed zoning is R-3 (Multiple Family Residential) for the residential portion (8.07 acres) and C-3 (General Commercial) for the commercial portion (8.98 acres). The proposed general plan designation is MDR (Medium Density Residential), which permits residential density ranging from 6-15 du/ac. The residential development results in a density of 9.6 du/ac, which falls within the MDR's density

range of 6-15 du/ac.

The project also includes the subdivision of the project site into two parcels. Proposed Lot 1 is 8.95 acres and will be occupied by the commercial development. Proposed Lot 2 is 8.07 acres and will be occupied by the 78 residential units. The residential development requires a Conditional Use Permit per the R-3 zone, and the commercial development requires a Precise Plan per the C-3 zone. The project will be developed in one phase. The following summarizes the entitlements that are being requested by the applicant.

- **GPA2020-0003:** GPA2020-0003 is a General Plan Amendment application to change the general plan land use designation on 17.02 acres from Low Density Residential (LDR, 3-6 du/ac) to General Commercial on 8.95 acres and Medium Density Residential (MDR, 6-15 du/ac) on 8.07 acres,

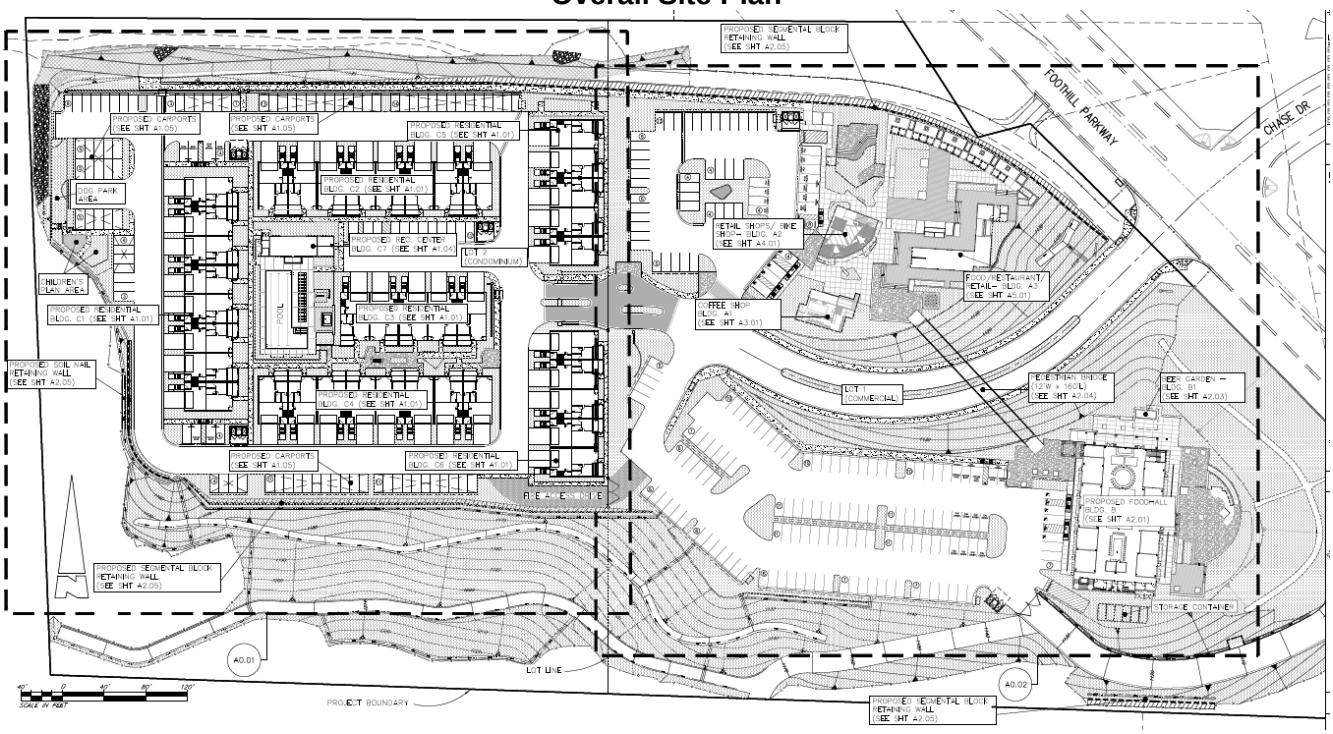
- **CZ2020-0002:** CZ2020-0002 is a Change of Zone application to change the zoning on 17.02 acres from Agricultural to C-3 (General Commercial) on 8.95 acres and R-3 (Multiple Family Residential) on 8.07 acres.

- **TTM 37691:** TTM 37691 is a Tentative Tract Map application for the subdivision of 17.02 acres into two lots for commercial and residential condominium purposes in the proposed C-3 (General Commercial) and R-3 (Multiple Family Residential) zone.

- **PP2020-0005:** PP2020-0005 is a Precise Plan application for the development of 25,715 square feet of commercial/retail and food space on 8.95 acres in the proposed C-3 (General Commercial) zone.

- **CUP2020-0001:** CUP2020-0001 is a Conditional Use Permit application for the development of 78 residential condominium units on 8.07 acres in the proposed R-3 (Multiple Family Residential) zone.

**Overall Site Plan**




Residential (8.07 acres) Commercial (8.95 acres)

**ENVIRONMENTAL SETTING:**

**Site Description:** The project site is located within the foothills of the Cleveland National Forest and has frontage on Foothill Parkway. The project site is currently vacant and has a graded ridgetop that is approximately 1,255 feet above mean sea level (msl) and an approximately 130-foot high slope with associated terrace drains bordering the graded ridgetop. A paved path leads onto the site from Foothill Parkway, which transitions to a dirt path near the northern perimeter of the site. A second paved access road is located along the southerly perimeter, which leads from Foothill Parkway to the neighboring property to the south. A drainage inlet is located at the northeasterly corner of the site. The site is covered by annual weeds, trees, shrubs, and debris. The current improvements on the site were established in approximately 1985.

**Site Surroundings**: The project site is surrounded by the Cleveland National Forest to the west, a commercial plant nursery to the south, with a single family residential development located south of the nursery. Foothill Parkway borders the northeast perimeter of the project site. Located beyond Foothill Parkway to the north, east, and southeast of the project site are single family residential developments.

**GENERAL PLAN \ ZONING:**

**General Plan:** The current general plan designation of the project site is LDR, which permits a residential density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the general plan land use map to change 8.07 acres of the project site to MDR, which permits a residential density ranging from 6-15 du/ac. The residential development that is being proposed on the project site yields a density of 9.6 du/ac, which falls within the MDR's density range of 6-15 du/ac. Additionally, 8.95 acres is being amended to General Commercial to accommodate the commercial uses planned on the site.

**Zoning:** The current zoning of the project site is A (Agricultural), which primarily permits agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 (Multiple Family Residential) to allow for the development of residential condominiums. The remaining balance of 8.95 acres, which are located on the eastern half of the project site, would be changed to C-3 to allow for the development of commercial uses.

**STAFF RECOMMENDATION:**
The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

_X_ The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ☐ Land Use Planning
- ☐ Population and Housing
- ☒ Geologic Problems
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Transportation / Traffic
- ☒ Biological Resources
- ☐ Mineral Resources
- ☒ Hazards / Hazardous Materials
- ☐ Noise
- ☐ Public Services
- ☐ Utilities
- ☐ Aesthetics
- ☒ Cultural Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gases
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance
- ☐ Energy
- ☐ Wildfire

Date Prepared: June 15, 2021 Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951)279-3553

**AGENCY DISTRIBUTION**
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (CDFG, USFWS, Redev. Projects)

_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ Other_____

**UTILITY DISTRIBUTION**

_____Southern California Edison

Southern California Edison
Adriana Mendoza-Ramos, Esq.
Region Manager, Local Public Affairs
1351 E. Francis St.
Ontario, CA 91761

Southern California Edison
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

*Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA*

*Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.*

| **1. LAND USE AND PLANNING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning) | ☐ | ☐ | ☐ | ☒ |
| b. Conflict with surrounding land uses | ☐ | ☐ | ☐ | ☒ |
| c. Physically divide established community | ☐ | ☐ | ☐ | ☒ |

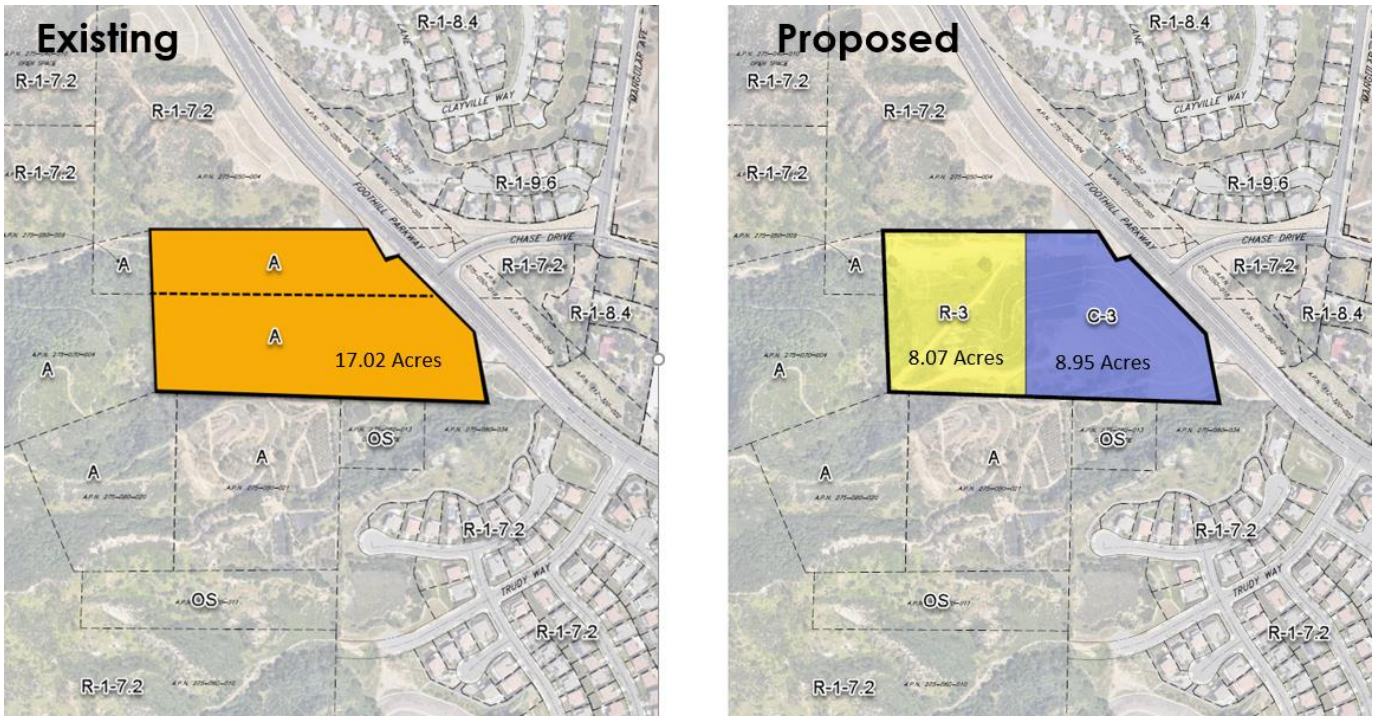
**Discussion:**

a. Per the City of Corona Zoning Map, the two parcels within the project site are currently zoned Agricultural, which permits primarily agricultural uses and requires a minimum lot size of 5 acres for newly created lots. CZ2020-0002 proposes to change the zoning on the western 8.07 acres of the project site to R-3 to allow for the development of residential condominium homes. The remaining 8.95 acres located on the eastern half of the project site would be changed to C-3 to allow for the development of commercial uses. Refer to Figure 1.

Per the City of Corona 2020-2040 General Plan, the general plan designation of the two parcels is LDR, which permits residential development to occur at a density ranging from 3-6 du/ac. GPA2020-0003 proposes to amend the General Plan land use map to change the site's general plan designation to MDR, which permits a residential density ranging from 6-15 du/ac. The 78 residential units proposed on the western 8.07 acres of the project site would yield a density of 9.66 du/ac, which falls within the MDR's density range of 6-15 du/ac. Refer to Figure 2.

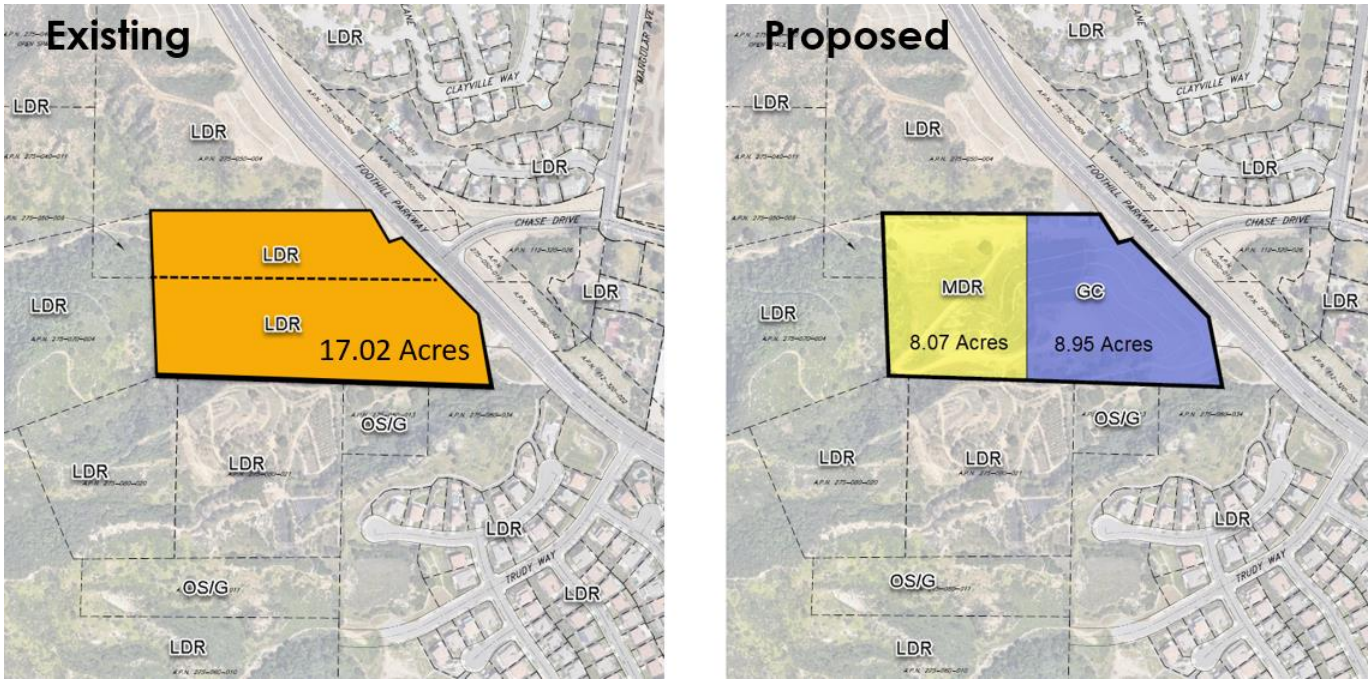
The project's proposed change of zone and general plan amendment applications would bring the project site's zoning and general plan designation into conformance with the land uses that are proposed for the project site. Therefore, the project would not conflict with the city's land use plans or policies. No impact would occur.

**Figure 1: Change of Zone Proposal**




Legend
A: Agricultural
OS: Open Space
C-3: General Commercial
R-1-7.2: Single Family Residential, 7,200 minimum lot size
R-1-8.4: Single Family Residential, 8,400 minimum lot size
R-1-9.6: Single Family Residential, 9,600 minimum lot size
R-3: Multiple Family Residential

**Figure 2: General Plan Amendment Proposal**




Legend
GC: General Commercial
LDR: Low Density Residential, 3-6 du/ac
MDR: Medium Density Residential, 6-15 du/ac
OS/G: Open Space/General

b. The surrounding land uses are primarily residential and open space. There is an agricultural use consisting of a commercial nursery located on property that borders the south side of the project site. Foothill Parkway and open space separate the project site from existing single family residential developments that are located to the north and east of the project site. The nursery and open space separate the project site from an existing single family residential development that is located southeast of the project site. Bordering the project site to the north is an undeveloped parcel that is part of an approved single family residential subdivision consisting of 292 lots on 291 acres (TTM 36544, Skyline Heights). The undeveloped parcel will remain as open space, as no dwellings are actually planned within this area. The 292 lots are located farther west of the project site. Bordering the west side of the project site are two undeveloped parcels that are currently zoned Agricultural. There is currently no approved or pending development on these two parcels. Any future development proposed on the two parcels would need to be analyzed and likely involve a change of zone and general plan amendment. Furthermore, the project footprint is significantly lower (by over 30 feet) in elevation than the two parcels to the west. This difference in elevation creates a physical buffer between the project site and any future development that may occur on the adjacent western parcels. No impact would occur.

c. As discussed under Section 1.b, the project site is surrounded by Foothill Parkway, natural hillsides, open space, and a nursery. Therefore, the project would not physically divide an established community, and no impact would occur.

| **2. POPULATION AND HOUSING:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Induce substantial growth | ☐ | ☐ | ☐ | ☒ |
| b. Displace substantial numbers of existing housing or people | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The existing LDR General Plan designation on the project site enables 3-6 du/ac. GPA2020-0003 proposes to change the General Plan designation to MDR, which would permit density ranging from 6-15 du/ac. The 78 residential units proposed on the project site would yield a density of 9.66 du/ac which would not exceed the maximum allowable density of 15 du/ac under the proposed MDR designation. Development of the 78 residential units would not induce substantial growth or exceed the city's population projections established in the 2020-2040 General Plan for buildout year 2040 because

buildout of the City is not linked to a development timeline and is based on a reasonable worst-case buildout of the parcels in the City. Not all parcels will be developed by buildout Year 2040. Therefore, no impact would occur and no mitigation is required.

b. Development of the proposed project will not result in the displacement of substantial numbers of existing housing or people because both properties are currently vacant. Therefore, there would be no impacts and no mitigation is required.

| **3. GEOLOGIC PROBLEMS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction | ☐ | ☒ | ☐ | ☐ |
| b. Grading of more than 100 cubic yards | ☐ | ☒ | ☐ | ☐ |
| c. Grading in areas over 10% slope | ☐ | ☒ | ☐ | ☐ |
| d. Substantial erosion or loss of topsoil | ☐ | ☒ | ☐ | ☐ |
| e. Unstable soil conditions from grading | ☐ | ☒ | ☐ | ☐ |
| f. Expansive soils | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. LGC Consultants prepared a Geologic Fault Hazard Evaluation (dated July 16, 2020) and Geotechnical Investigation Report (dated July 16, 2020) for the project. Per the Geologic Fault Hazard Evaluation, a portion of the project site is located within an Alquist-Priolo Fault Zone and a Riverside County Earthquake Fault Zone for the Elsinore Fault. LGC conducted a field evaluation of the site and trenching in various locations within the site was done as part of the investigation. Faulting associated with the Tin Mine fault was located trending generally east-west through the site. However, no evidence of active faulting was observed in artificial fill soils overlying localized fault traces. Review of aerial imagery did not show geomorphic fault features associated with either splay of the Tin Mine fault transecting the site. With the absence of Holocene aged topsoil, LGC Consultants could not concluded that the fault is inactive or potentially active. However, with no lineaments observed that could indicate potential activity, LGC Consultants concluded that the Tin Mine fault is not active. Based on their evaluation and previous trenching, no structural setback zones were recommended for this fault. Furthermore, LGC did not identify any landslides that would impact the site. The potential for liquefaction is not considered a possibility.

The project will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the project is required to comply with the engineering recommendations in the Updated Geologic Fault Hazard Evaluation and the Geotechnical Investigation Report. Compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. **[MM 3-A]**

b. The project would involve grading of more than 100 cubic yards. According to the project's conceptual civil plans prepared by KWC Engineers, grading on the project site would cut approximately 545,900 cubic yards, while fill taking place would comprise of approximately 91,000 cubic yards. **MM 3-A** already requires the project applicant to comply with the engineering recommendations in the project's Geotechnical Investigation Report. This would reduce impacts to less than significant, and no further mitigation is warranted.

c. Grading would occur in areas over 10% slope. However, compliance with **MM 3-A** would reduce impacts related to this issue to less than significant. Therefore, no further mitigation is warranted.

d. Inclement weather may cause rapid erosion during mass grading and/or construction. LGC recommends that proper erosion and drainage control measures should be taken during periods of inclement weather in accordance with City of Corona, Riverside County, and California State requirements. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the applicant is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to erosion to less than significant. No further mitigation is required.

e. Any proposed fill slopes constructed at a 2:1 horizontal to vertical (h:v) orientation or flatter should be grossly stable. Portions of any proposed cut slopes may expose low-density, compacted artificial fill as well as significant layers of relatively non-cohesive alluvium deposits which will likely require stabilization by over-excavation and replacement with compacted fill. LGC recommends that during the grading plan review stages, a detailed slope stability investigation and analysis be required to evaluate the stability and buttress design for the 75 ± foot high north facing cut slope along the southern property line. This recommendation is part of the engineering recommendations in the Geotechnical

Investigation Report, which the project is required to comply with. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

f. Results of preliminary laboratory tests conducted by LGC indicate that the onsite soil materials exhibit expansion potentials of VERY LOW in accordance with 2019 CBC, Chapter 18. LCG recommends that expansive soil conditions at the near surface finish grade soil should be evaluated and tested for individual building pads on a pad-by-pad basis during and at the completion of rough grading to verify and/or modify the anticipated conditions. This recommendation is part of the engineering recommendations in the Geotechnical Investigation Report, which the project is required to comply with per MM-1. Compliance with **MM 3-A** would reduce impacts related to unstable soils to less than significant, and no further mitigation is required.

**Mitigation Measures:**

**MM 3-A** Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020).

| **4. HYDROLOGY AND WATER QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than significant Impact | No Impact |
|---|---|---|---|---|
| a. Violate water quality standards/waste discharge requirements | ☐ | ☐ | ☐ | ☒ |
| b. Deplete groundwater supplies | ☐ | ☐ | ☐ | ☒ |
| c. Alter existing drainage pattern | ☐ | ☐ | ☒ | ☐ |
| d. Increase flooding hazard | ☐ | ☐ | ☐ | ☒ |
| e. Degrade surface or ground water quality | ☐ | ☐ | ☐ | ☒ |
| f. Within 100-year flood hazard area | ☐ | ☐ | ☐ | ☒ |
| g. Increase exposure to flooding | ☐ | ☐ | ☐ | ☒ |
| h. Exceed capacity of storm water drainage system | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. A preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared for the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basin throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

b. Per the city's Draft Temescal Subbasin Groundwater Sustainability Plan (September 2020), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project's ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin's total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

c. A Preliminary Hydrology Report was prepared by KWC Engineers, dated December 2020, to evaluate potential effects of runoff for the proposed project. The proposed project will not significantly alter drainage patterns on the site. The project

will add approximately 8 acres of impervious area, which is about 46% of the total site area in the form of rooftops, driveways, sidewalks, paved areas, and streets. The project is designed so that stormwater runoff will be collected within several catch basins proposed on-site before the runoff is released appropriately into the city's storm drain system.

The project proposes to generally maintain the existing drainage boundaries in the proposed condition. There are four (4) drainage areas in the proposed conditions.

- **Area A** – In the existing condition, Area A drains in a northeasterly and easterly direction towards Kroonen Channel to an inlet and storm drain system at Foothill Parkway. In the proposed condition, the site would be graded to maintain consistency with the existing drainage course.

- **Area B** – In the existing condition, there is a small area of street and manufactured slope runoff that drains to existing inlets at Foothill Parkway and Chase Drive and conveyed downstream in a storm drain system. In the proposed condition, the same drainage area is collected in new catch basins that are proposed for the project and conveyed downstream in the same storm drain system.

- **Area C** – In the existing conditions, there is a small area of street and manufactured slope runoff that drains southerly to an existing catch basin in Foothill Parkway located just south of the project site and conveyed downstream in a storm drain system.

- **Area D** – Drainage Area D is tributary to an existing natural canyon south of the project site in both the existing and proposed condition. This canyon drains to an existing debris basin and inlet located at the southeast corner of the project site where it is collected and conveyed downstream in an existing storm drainpipe.

In comparison between the Existing and Proposed drainage patterns, Drainage Areas B, C, and D will have peak flows that are less than the peak flows in the existing condition. Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. Overall, the project's design will result in the appropriate collection and conveyance of stormwater to ensure that the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding. Therefore, impacts related to drainage patterns would be less than significant and no mitigation is required.

**Table 4-A: Existing and Proposed Flow Rates**

| Area | Existing Area (ac) | Proposed Area (ac) |
|---|---|---|
| A | 30.80 | 33.11 |
| B | 3.01 | 2.90 |
| C | 4.73 | 2.79 |
| D | 16.53 | 16.34 |
| Total | 55.07 | 55.14 |

**Table 4-B: Peak Flow Comparison**

| Drainage Area | Existing $Q_{10}$ (cfs) | Proposed $Q_{10}$ (cfs) | $Q_{10}$ % Change | Existing $Q_{100}$ (cfs) | Proposed $Q_{100}$ (cfs) | $Q_{100}$ % Change |
|---|---|---|---|---|---|---|
| A | 472.50 | 476.63 | 0.88% | 766.90 | 773.45 | 0.85% |
| B | 6.44 | 3.55 | -44.88% | 10.04 | 5.50 | -45.22% |
| C | 8.14 | 5.17 | -36.49% | 12.71 | 8.14 | -35.96% |
| D | 30.37 | 30.05 | -1.05% | 48.38 | 49.08 | 1.45% |

d. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS), the project site is not within the 100-year or 500-year flood hazard areas. Development of the project site will not result in a flooding hazard nor will it expose the site and surrounding area to flooding. Therefore, no impacts are anticipated with respect to flooding and no mitigation is required.

e. Per the Geotechnical Investigation report, the presence of groundwater is approximately 23 miles away from the general site area at approximately 198 feet below the existing ground surface. Therefore, development of the project site would not impact groundwater quality and no mitigation is warranted. See Sections 4.a and 4.c. for discussions regarding the project's impacts to surface water quality.

f. See discussions under Section 4.d

g. See discussions under Section 4.d.

h. As discussed under Section 4.c, the project is designed to ensure that the runoff generated by the project can be intercepted and conveyed to the existing off-site storm drain system in a safe and nondestructive manner, while adhering to regional and local design requirements, including those requirements within the project's WQMP's. Also, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for on-site or off-site flooding. Therefore, the development of the project site would not result in exceeding the capacity of the city's storm drain system and no mitigation is warranted.

| **5. AIR QUALITY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with air quality plan | ☐ | ☐ | ☒ | ☐ |
| b. Violate air quality standard | ☐ | ☒ | ☐ | ☐ |
| c. Net increase of any criteria pollutant | ☐ | ☒ | ☐ | ☐ |
| d. Expose sensitive receptors to pollutants | ☐ | ☒ | ☐ | ☐ |
| e. Create objectionable odors | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

An Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc., March 19, 2021) was prepared for the project to analyze potential air impacts associated with the proposed project. Emissions were calculated using the latest version of CalEEMod (v2016.3.2), which is a computer model approved by the South Coast Air Quality Management District (SCAQMD) to calculate criteria pollutant emissions. The following discusses the project's compliance to air quality plans and potential short-term and long-term air quality impacts.

a. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The project would be subject to SCAQMD's 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

b. See discussion under Section 5.c.

c. The Air Quality & Greenhouse Gas Impact Study analyzed short-term (construction) and long-term (operation) air impacts associated with the proposed project. The following discusses the proposed impacts.

<u>Short-term Impacts</u>
Short-term air quality impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 18 months. The project is expected to be fully operational by the year 2022. Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. The project is expected to haul a total of 400,000 cubic yards of earth work off-site during the grading phase. Construction equipment would include excavators, graders, dozers, scrapers, tractors, an water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of VOC, CO, $NO_X$, $SO_2$, $PM_{10}$, and $PM_{2.5}$. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, except for $NO_X$. In order to bring $NO_X$ emissions below SCAQMD's threshold for $NO_X$, the project

would need to implement **Mitigation Measures 5-A and 5-B [MM 5-A and MM 5-B]**. This includes the use of construction equipment with Tier 4 low emission engines and limiting the amount of materials that are being hauled off-site to 200 truckloads per day or less. With implementation of MM-2 and MM-3, daily $NO_X$ emissions would be reduced below SCAQMD thresholds. Refer to Table 5-B.

**Table 5-A: Project Short-term (Construction) Daily Emissions - Unmitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 3.97 | 40.55 | 21.82 | 0.04 | 9.16 | 5.73 |
| Grading | 12.82 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| Building Construction | 2.81 | 22.69 | 23.57 | 0.06 | 3.17 | 1.51 |
| Paving | 1.89 | 11.16 | 15.09 | 0.02 | 0.74 | 0.57 |
| Architectural Coating | 40.09 | 1.49 | 2.94 | 0.01 | 0.45 | 0.18 |
| Maximum[1] | 40.09 | 411.17 | 87.04 | 1.32 | 36.45 | 12.42 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **Yes** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-B: Project Short-term (Construction) Emissions - Mitigated**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Site Preparation | 0.55 | 2.07 | 21.53 | 0.04 | 7.17 | 3.92 |
| Grading | 2.90 | 90.89 | 46.93 | 0.37 | 10.29 | 3.65 |
| Building Construction | 1.24 | 7.50 | 24.46 | 0.06 | 2.25 | 0.65 |
| Paving | 1.07 | 1.25 | 17.81 | 0.02 | 0.21 | 0.08 |
| Architectural Coating | 39.92 | 0.21 | 2.96 | 0.01 | 0.37 | 0.10 |
| Maximum[1] | 39.92 | 90.89 | 46.93 | 0.37 | 10.29 | 3.92 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

<u>Long-term Impacts</u>
Long-term operational activities associated with the proposed project will result in emissions of VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Area source emissions (usage of natural gas, landscape equipment, and architectural coatings)
- Energy source emissions (usage of electricity and natural gas for space heating and cooling, water heating, ventilation, lighting, and appliances, and electronics)

As shown in Table 5-C, the project's expected daily long-term emissions would not exceed the SCAQMD thresholds for VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$. Therefore, this would be less than significant, and no mitigation is required.

**Table 5-C: Project Long-term (Operation) Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | | | |
|---|---|---|---|---|---|---|
| **Activity** | **VOC** | **$NO_x$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Mobile Sources | 7.37 | 14.82 | 66.12 | 0.20 | 18.91 | 5.11 |
| Energy Sources | 0.14 | 1.27 | 0.88 | 0.01 | 0.10 | 0.10 |
| Area Sources | 2.70 | 1.17 | 6.91 | 0.01 | 0.12 | 0.12 |
| **Total** | 10.21 | 17.26 | 73.92 | 0.22 | 19.14 | 5.34 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

d. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Regional Board (CARB), which establishes ambient air quality standards for major pollutants to protect public health, has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65 years of age, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences located south of the project site and across Foothill Parkway to the north and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area source only). LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology to assist lead agencies in analyzing localized air impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five-acre projects emitting CO, NOX, PM2.5, or PM10. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Source Receptor Area (SRA) 22, Norco/Corona.

Tables 5-D and 5-E illustrate the project's construction and operational related localized emissions and compares the results to SCAQMD LST thresholds. The emissions in both tables will be below the SCAQMD thresholds. However, the results assume that the project would be complying with all standard SCAQMD rules and requirements with regard to fugitive dust control. For reference, the applicable fugitive dust control measures are listed below. These are design features, which the project is required to comply with and are included in the project conditions of approval for PP2020-0005 and CUP2020-0001. With implementation of the dust suppression techniques, the project's construction and operational impacts to localized air resources would be less than significant.

Construction Design Features:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.
13. Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Corona.
14. Construction equipment shall be maintained in proper tune.

15. All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
16. Minimize the simultaneous operation of multiple construction equipment units.
17. The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
18. Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
19. Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).
20. Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
21. Utilize zero VOC and low VOC paints and solvents, wherever possible.

**Table 5-D: Localized Construction Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **Activity** | **NOx** | **CO** | **$PM_{10}$** | **$PM_{2.5}$** |
| On-site Emissions | 46.40 | 30.88 | 8.95 | 5.68 |
| SCAQMD Construction Threshold[2] | 235.2 | 1,461.2 | 10.0 | 6.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-22, Corona Valley, 4-acre site, receptor distance 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021)

**Table 5-E: Localized Operational Emissions**

| Maximum Daily Emissions (lbs/day)[1] | | | | |
|---|---|---|---|---|
| **LST Pollutants** | NOx (lbs/day) | CO (lbs/day) | $PM_{10}$ (lbs/day) | $PM_{2.5}$ (lbs/day) |
| On-site Emissions[1] | 3.19 | 11.10 | 1.2 | 0.5 |
| SCAQMD Operation Threshold[2] | 235.2 | 1,461.2 | 2.6 | 1.9 |
| Exceeds Threshold (?) | **No** | **No** | **No** | **No** |

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 22, Corona Valley disturbance area of 4-acre and receptor distance of 25 meters.
Source: Skyline Village Project Air Quality & Greenhouse Gas Impact Study (RK Engineering Group, Inc, March 19, 2021

e. It is not expected for the development to include any use or activities that would result in potentially significant odor impacts for the long-term as the uses are residential and general commercial. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

**Mitigation Measures**

**MM 5-A** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

**MM 5-B** Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less.

| 6. TRANSPORTATION/TRAFFIC: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system | ☐ | ☐ | ☐ | ☒ |
| b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) | ☐ | ☐ | ☐ | ☒ |
| c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction | ☐ | ☐ | ☐ | ☒ |
| d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions | ☐ | ☐ | ☐ | ☒ |
| e. Change in air traffic patterns | ☐ | ☐ | ☐ | ☒ |
| f. Traffic hazards from design features | ☐ | ☐ | ☐ | ☒ |
| g. Emergency access | ☐ | ☐ | ☐ | ☒ |
| h. Conflict with alternative transportation policies | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Foothill Parkway adjacent to the project site has an overall right-of-way width ranging from 112 feet to 113 feet. The street is currently improved with 78 feet of paved roadway width. The southwesterly side of Foothill Parkway adjacent to the project site is improved with landscape parkway and a 10-foot-wide asphalt concrete sidewalk. The section of Foothill Parkway from the northerly limits of the project site to Chase Drive is required to be widen by an additional two (2) feet to accommodate a new dedicated right-turn lane to allow for right turns from Foothill Parkway into the project entrance, which is designed to be a private street. The two-foot roadway widening will occur within the existing 112-foot right-of-way width. No additional dedication, widenings or improvements are required. Therefore, the project would not conflict with the city's applicable traffic plans, ordinance, or policies related to the performance of the city's circulations system, and no mitigation is warranted.

b. RK Engineering Group prepared a Traffic Impact Study for the project (dated June 9, 2021) that reviewed the project's potential impacts to VMT and roadway network operations (level of service) in the study area.

The project is located southwest of Foothill Parkway at Chase Drive in the City of Corona. The project as proposed will be constructed in a single phase and is planned to open in 2022. Access for the proposed project is planned to be provided via one (1) signalized driveway along Foothill Parkway, at the existing intersection with Chase Drive. A dedicated right-turn lane from Foothill Parkway onto Chase Drive will also be provided as part of the proposed project.

<u>VMT Assessment</u>

Section 15064.3 of the State CEQA Guidelines provide the criteria for analyzing transportation impacts of projects when measuring vehicle miles traveled. The City of Corona's Local Guidelines for Implementing CEQA incorporated the provisions of Section 15064.3. The city also has a draft memorandum regarding VMT Analysis Guidelines prepared by Fehr & Peers dated January 11, 2019, which establishes the methodologies for analyzing VMT and defines thresholds of significance related to potential VMT impacts for the City of Corona. Under the VMT Analysis Guidelines, a significant impact would occur if either condition below is met:

- **Project Level Impact:** A project should be considered to have a significant impact if the project generates total daily VMT per Service Population (VMT/SP) above the existing total daily VMT/SP average for the City.
- **Cumulative Effect on VMT:** A cumulative impact would occur if the project results in a negative effect on VMT/SP at the Citywide level. The buildout of the project causes total daily VMT/SP within the city to be higher than the no-project alternative under cumulative conditions at buildout (year 2040).

The city's current established VMT thresholds are based on a 2017 baseline year and at buildout year 2040:

- 2017 Baseline Year – 30.2 VMT/SP.
- 2040 Buildout Year – 32.6 VMT/SP.

**Project Screening:** The City of Corona VMT Analysis Guidelines state that the thresholds and methodology should be used in conjunction with the *Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR, December 2018)*. The OPR advisory exempts local serving retail projects of up to 50,000 square feet or up to 10,000 square feet of office

space. The Technical Advisory further recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold.

The project includes 78 residential condominiums, 4,620 square feet of General Office, and 21,285 square feet of local service retail. The retail and office components of the project are within the size limits to be screened from further VMT assessment under the presumption that they will result in a less-than-significant impact. Since the office and retail components screen out, the VMT analysis for the project focuses on the VMT from the residential portion of the project, which is the dominate use.

**Analysis Methodology:** The Corona General Plan Model (CGPM) was utilized to prepare VMT estimates for baseline and future conditions. The project land use was added to the model by converting the land uses to socio-economic data using conversion factors from the SCAG Employment Density Report. Household characteristics were assumed to be consistent with neighboring Traffic Analysis Zones (TAZs) to the project. Baseline and Future model runs were conducted with and without the project coded. The following methodologies were utilized to prepare the VMT estimates:

- **Project Level VMT** was estimated for the project TAZ using the Origin-Destination (OD) Method which tracks the model final assignment total TAZ trips and full trip distance to and from the project TAZ. Project Level VMT was estimated using the base year (2017) model.
- **Cumulative Effect on VMT** was estimated using the Boundary Method, which uses the City border as the boundary and estimates the sums of all trips within the boundary and multiplies the trips by the roadway link length. Cumulative VMT was estimated using the future (2040) model.

**VMT Evaluation:**

- **Project Level VMT:** The project's VMT/SP is 25.9 miles, which is below the City's VMT/SP threshold of 30.2 miles for the base year. Therefore, the project is forecast to have a **less-than-significant impact** on baseline VMT.
- **Cumulative Effect on VMT:** Citywide daily VMT with the Project was estimated to be 2,297 miles less with the project which results in a positive effect on VMT. Therefore, the project is forecast to have a **less-than-significant impact** on cumulative VMT.

Level of Service (LOS) Analysis

Although the city's CEQA checklist no longer considers level of service (LOS) as a means of determining a significant effect on the environment, the city still uses LOS to determine if an applicant's project needs to construct certain circulation improvements or participate in the fair share cost toward the construction of future circulation improvements. Circulation improvements, if required, would be added as a condition of approval for the project. Per the General Plan, the acceptable LOS for intersections within the City of Corona is LOS C or better for local intersections in residential/industrial areas, and LOS D or better for collector and arterial intersections.

The following study locations were evaluated in the analysis due to their proximity to the project site:

Study Intersections:

1. Serfas Club Drive & Green River Road
2. Montana Ranch Road & Green River Road
3. Tanglewood Drive & Green River Road
4. Paseo Grande & Green River Road
5. Border Avenue & Green River Road
6. Chase Drive & Foothill Parkway
7. Lincoln Avenue & Foothill Parkway
8. Main Street & Foothill Parkway
9. Fullerton Avenue & Foothill Parkway

Study Roadway Segments:

1. Green River Road West of Serfas Club Drive
2. Serfas Club Drive North of Green River Road
3. Green River Road East of Serfas Club Drive
4. Montana Ranch Road South of Green River Road
5. Green River Road East of Montana Ranch Road
6. Tanglewood Drive North of Green River Road
7. Tanglewood Drive South of Green River Road
8. Green River Road East of Tanglewood Drive
9. Paseo Grande North of Foothill Parkway
10. Foothill Parkway East of Paseo Grande
11. Border Avenue North of Foothill Parkway
12. Foothill Parkway East of Border Avenue
13. Chase Driveway North of Foothill Parkway

14. Chase Driveway – Project Access South of Foothill Parkway
15. Foothill Parkway East of Chase Drive
16. Lincoln Avenue North of Foothill Parkway
17. Lincoln Avenue South of Foothill Parkway
18. Foothill Parkway East of Lincoln Avenue
19. Main Street North of Foothill Parkway
20. Main Street South of Foothill Parkway
21. Foothill Parkway East of Main Street
22. Fullerton Avenue North of Foothill Parkway
23. Fullerton Avenue South of Foothill Parkway
24. Foothill Parkway East of Fullerton Avenue

The TIA evaluated traffic conditions under the following scenarios:

- Existing (2021) Conditions
- Existing (2021) Plus Project Conditions
- Project Opening Year (2022) with Background Traffic Conditions
- Project Opening Year (2022) with Background Traffic and Proposed Project Conditions

A dedicated right-turn lane from westbound Foothill Parkway onto Chase Drive will be provided as part of the proposed project and is assumed in the Existing Plus Project and Opening Year Plus Project Conditions. Per the TIA, all study area intersections operate at an acceptable LOS (LOS D or better) during the peak hours and are forecast to operate at an acceptable LOS with the project for all scenarios. All study roadway segments operate at an acceptable LOS (LOS C or better) and are forecast to operate at an acceptable LOS with the project for all scenarios.

c. See discussions under 6.b.

d. See discussions under 6.b.

e. The nearest airport is the Corona Municipal Airport, which is located approximately 3.40 miles north of the project site. The project site is not located within the Riverside County Airport Land Use Compatibility Plan for the Corona Municipal Airport, and therefore, the development would not be subject to certain development restrictions or policies established by the Airport Land Use Plan. Also, the zoning of the project site would restrict all future residential and commercial buildings to a maximum height of 40 feet. Because of the project site's distance from the airport and the maximum allowable height of the buildings, the project would not impact air operations, nor would it cause change to air traffic patterns. Therefore, no impact related to this issue would occur.

f. The design of the project's access, internal circulation, and surrounding circulation have been reviewed for approval by the City Traffic Engineer for traffic hazards. Therefore, no impacts are expected.

g. The project design has been reviewed for approval by the city's Fire Department for emergency access; therefore, no impacts are expected.

h. See discussions under Sections 6.a, b, c, d, and e.

| **7. BIOLOGICAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Endangered or threatened species/habitat | ☐ | ☒ | ☐ | ☐ |
| b. Riparian habitat or sensitive natural community | ☐ | ☒ | ☐ | ☐ |
| c. Adversely affects federally protected wetlands | ☐ | ☐ | ☐ | ☒ |
| d. Interferes with wildlife corridors or migratory species | ☐ | ☒ | ☐ | ☐ |
| e. Conflicts with local biological resource policies or ordinances | ☐ | ☒ | ☐ | ☐ |
| f. Conflicts with any habitat conservation plan | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

A Western Riverside County Multiple Species Habitat Conservation Consistency Analysis was prepared by Searl Biological Services (SBS), dated December 17, 2020. The purpose of the study was to show that the project is in compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and to address any potential impacts to biological resources. The following discussions are based on the findings of the study.

a. In its present condition, the project site is covered by various types of vegetation including coast live oak woodland (0.02 acres), coastal sage scrub (2.13 acres), coastal sage scrub/ruderal (8.64 acres), ornamental landscaping (0.22 acres), and ruderal (5.56 acres). Refer to Figure 3.

**Figure 3: Vegetation Communities**

Source: Searl Biological Resources

The project site is not located within an MSCHP Subunit or Criteria/Cell/Cell Group. Therefore, no Reserve Assembly Analysis is required. The nearest Criteria Cell is located approximately 1.61 miles northwest of the project site. The project site is not located within a designated assessment area for Narrow Endemic Plant Species, a designated assessment area for Criteria Area Plant Species, or a designated area for amphibians. The property is not located in an area with Delhi sands. No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. Coulters matilija poppy was present within an existing blueline stream that was identified on the northern portion of the site (Feature A of Figure 4). However, the project will avoid impacts to the blueline stream and the Coulter's matilija poppy, as no construction is proposed within the blueline stream.

The project site is located within an assessment area for the Burrowing Owl (BUOW), which is a priority 2 California Species of Special Concern (SSC) and is a covered species under the MSHCP. The BUOW breeding season is typically March through August with peak breeding activity occurring in April and May. Habitat assessments for BUOW were conducted by SBS in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (Environmental Programs Department, 2006) (BUOW Survey Instructions). Surveys were conducted on July 17, July 31, August 21, August 31, and November 21, 2019. No burrowing owls or evidence of suitable habitat for the burrowing owl were found on site. Although there were no burrowing owls found, the project is required to conduct a 30-day pre-construction survey for the burrowing owl prior to ground disturbance. This would ensure that there is no accidental taking of any burrowing owls during grading and construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-A]**

Two (2) costal live oaks were found within the project site and are proposed for removal. Native oak trees are not specifically addressed in the MSHCP; however, the 2020-2040 General Plan states in Goal ER-8.5: "Conserve the oak tree resources in the city to the extent feasible." Leaving the two isolated oak trees in the place is not feasible for the project because they interfere with the project's on-site design. Therefore, the project applicant will have the trees removed; however, the applicant will be replacing the two trees with twelve (12) 60-inch box sized okay trees on the project site. A condition of approval regarding the oak tree replacement is placed on the associated project applications CUP2020-0001 and PP2020-0005. If tree removal or grading activities occur during the bird breeding season (February 1 through August 31), a pre-construction bird nesting survey would need to be conducted. Ground disturbing construction activities could directly affect birds protected by the Migratory Bird Treaty Act and their nests through the removal of habitat on the project site, and indirectly through increased noise, vibrations, and increased human activity. The submittal of a pre-construction bird nesting survey would reduce impacts to less than significant. **[MM 7-B]**

b. Section 6.1.2 of the MSHCP requires new developments to undergo an assessment for riparian/riverine habitat, vernal pools, fair shrimp, and the following riparian bird species: Least Bell's Vireo, Southwestern Willow Flycatcher, and Yellow-billed Cuckoo. If the assessment identifies suitable habitat for any of these species and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures would need to be implemented in accordance with the MSHCP.

SBS conducted an assessment of the project site per the procedures under Section 6.1.2. SBS also conducted an office review and analysis of the Corona South 7.5 Minute USGS California Quadrangle, historic aerial photography from Historic Aerials online and Google Earth, the U. S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI), Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, and the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. Also, SBS conducts a query of both the California Natural Diversity Database (CNDDB) and the USFWS Carlsbad Fish and Wildlife Office (CFWO) "Species Occurrence Data" GIS data to determine if the three-targeted fairy shrimp and/or three-targeted bird species listed above in Section 5.0 have been reported to occur within five miles of the subject property.

Based on the results of the assessment, the following were identified:

- A USGS blueline stream is present along the northern portion of the property. The blueline stream is designated as Feature A on Figure 4.
- A small ephemeral drainage feature was present in the southeastern portion of the property. This is designated as Feature B on Figure 4.
- A detention basin was present offsite near the southeastern corner of the property. This is designated as Feature C on Figure 4.

**Table 7-B: Potential Riparian/Riverine Areas Results**

| FEATURE ID | ASSESSMENT AREA ACRES | PROPERTY ACRES | ONSITE PROJECT ACRES | OFFSITE PROJECT AREAS |
|---|---|---|---|---|
| A | 2.37 | 0.49 | 0 | 0 |
| B | 0.05 | 0.002 | 0 | 0 |
| C | 0.11 | 0 | 0 | 0 |
| **TOTAL** | **2.53** | **0.492** | **0** | **0** |

Source: Searl Biological Resources

**Feature A** is an alluvial wash that receives and conveys flow during storm events, flowing from west to east. It was designated a USGS-perennial stream (i.e. solid blueline on a USGS map); however, the wash is ephemeral in nature. Flow from Feature A was conveyed offsite through an underground culvert to Oak Street Reservoir. During high yield rain events or prolonged storms, flow from the Oak Street Reservoir is tributary to the Prado Dam within the Santa Ana River through a concrete flood control channel and underground culverts. Coulters matilija poppy, a species covered under the MSHCP, was present within Feature A. The project will avoid impacts to Feature A and the Coulter's matilija poppy. According to the Western Riverside County Regional Conservation Authority, the Species-Specific Conservation Objective has been met for Coulter's majilija poppy. Therefore, no impacts are expected with respect to Coulter's matilija poppy. However, to ensure that there are no impacts to Feature A during construction, the project is required to have temporary fencing installed along the outskirts of Feature A to protect the area during construction. Compliance with this requirement would reduce impacts to less than significant. **[MM 7-C]**

**Feature B** is located south of the project site. It is an upland ephemeral drainage that receives and conveys flow during storm events, flowing from southwest to northeast. It was not mapped as a blueline on the Corona South USGS quadrangle. The project is avoiding impacts to Feature B.

**Feature C** is a man-made created detention basin that was constructed in 2006 in association with the Orchard Glen residential community located southeast of the project site. The basin is maintained by the Orchard Glen HOA. The project is avoiding impacts to Feature C, which will be protected in place.

In summary, no direct or indirect impacts will occur to Features A, B, and C or Coulter's matilija poppy. Therefore, the project is consistent with Section 6.1.2 of the MSCHP. Also, through the Conditions of Approval for TTM 37691, the project applicant will be required to place a conservation easement, deed restriction, or other similar mechanism over the avoided areas of Features A and B that are located on the property. This would be consistent with Section 6.1.2, which states under the section *Avoidance and Minimization*:

*"If an avoidance alternative is selected, measures shall be incorporated into the project design to ensure the long-term Conservation of the areas to be avoided, and associated functions and values, through the use of deed restrictions, conservation easement, or other appropriate mechanisms."*

Although the project will avoid Features A, B, and C, the project is required to comply with the best management practices (BMPs) listed under Sections 5.2.4, 9.0 and 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis to prevent direct and indirect impacts to these potential riparian/riverine areas. This would reduce impacts to less than significant. **[MM 7-D, 7-E, and 7-F]**

No vernal pool impacts will occur due to the lack of vernal pools on the project site. No suitable habitat for fairy shrimp was detected on the property. No suitable habitat for riparian birds were present on the project site. Therefore, no impact would occur and no mitigation is warranted for vernal pools, fairy shrimp, or riparian birds.

**Figure 4: Potential Riparian/Riverine Areas Assessment Results**

Source: Searl Biological Resources

c. As discussed under Section 7.b, the project will avoid drainage Features A, B, and C. As such, the project would not result in impacts to state and federally protected jurisdictional features, including wetlands, and therefore, regulatory approvals from the Army Corps of Engineers, Regional Board, or California Department of Fish and Wildlife would not be required.

d. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to migrate between areas, breed, and forage. Due to the project site being disturbed by previous grading and improvements, its location by a highly traveled roadway, its proximity to residential developments, and human activities from hiking and biking activities which are known to occur through the property, the project site is not expected to be used as a corridor or linkage by wildlife that occur within and outside of the City of Corona. Furthermore, the project site is not located within or adjacent to any MSCHP designated Subunits, Cores, Linkages, Criteria Cells, or Conservation Areas. Therefore, development of the proposed project would not impact wildlife corridors and no mitigation is warranted. Any impacts to migratory species such as migratory birds would be mitigated by compliance with **MM 7-B.** Therefore, no further mitigation is necessary.

e. The City of Corona participates in the MSHCP, which is a habitat conservation plan for the Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The applicant is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

f. See discussion under Section 7.e.

**Mitigation Measures**

**MM 7-A** Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

**MM 7-B** If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation.

**MM 7-C** Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction.

**MM 7-D** Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department.

**MM 7-E** The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis.

**MM 7-F** The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, and C:

- Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.
- Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.
- Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.
- Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.
- Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species

Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush.

- Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."
- Grading/Land Development: No grading or land development shall extend into any avoidance areas.

| **8. MINERAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Loss of mineral resource or recovery site | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. Per Figure 4.5-7 of the General Plan Technical Background Report, the project site is not located in an oil, gas or mineral resources site. Therefore, no mitigation is warranted.

| **9. HAZARDS AND HAZARDOUS MATERIALS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Transport, use or disposal of hazardous materials | ☐ | ☐ | ☐ | ☒ |
| b. Risk of accidental release of hazardous materials | ☐ | ☒ | ☐ | ☐ |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | ☐ | ☐ | ☐ | ☒ |
| d. Located on hazardous materials site | ☐ | ☒ | ☐ | ☐ |
| e. Conflict with Airport land use plan | ☐ | ☐ | ☐ | ☒ |
| f. Impair emergency response plans | ☐ | ☐ | ☐ | ☒ |
| g. Increase risk of wildland fires | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. Development of the project site is not expected to result in the transport, disposal, or accidental release of hazardous materials. Therefore, this is not expected to be an issue and no mitigation is required.

b. A Phase I Environmental Site Assessment (ESA) was prepared by LGC Geo-Environmental, dated December 30, 2019, to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. Per the Phase I ESA, a cement pipe was found on the northern portion of the property and stained soil was found on the northwestern corner of the property.

LGC Geo-Environmental prepared a Phase II ESA, dated November 30, 2020, to analyze the cement pipe for asbestos and evaluate the stained soil for the presence of petroleum hydrocarbons. A sample of the cement pipe and soil were taken by LGC personnel for analysis. The analysis revealed no asbestos in the sample for the cement pipe while the stained soil was determined to be a petroleum-contaminated waste. Based on the results of the analysis, LGC recommended that the concrete pipe can be properly disposed of or recycled as ordinary non-hazardous solid waste. However, the stained surface soil should be excavated and properly disposed of or recycled. After excavation of the stained soil, the excavation should be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Compliance with this recommendation would reduce impacts to less than significant. **[MM 9-A]**

c. The nearest schools to the project site are Benjamin Franklin Elementary School and Dwight Eisenhower Elementary School. Benjamin Franklin Elementary School is located approximately 0.70 feet northeast of the project site. Dwight Eisenhower Elementary School is located approximately 1.07 miles east of the project site. There is no school that is located within ¼ mile from the project site. Also, development of the proposed project would not include any activities that would result in hazardous emissions or handle hazardous materials, substances, or waste in a manner that could result in toxic emissions. Therefore, there would be impacts and no mitigation is required.

d. Refer to discussion under Section 9.b.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

f. The project is designed with two points of vehicular access to Foothill Parkway. The main access is a private road that will be constructed with the project, which will provide access to the commercial and residential portions of the project. The second access is a 28-foot wide emergency road that will be constructed along the southerly perimeter of the project site, which will allow for emergency access and evacuation from the project site to Foothill Parkway. The project also provides emergency vehicular access to the adjacent properties to the west, southwest, and south, which are landlock and don't have direct access to a street. Construction activities that would temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of a grading and/or building permit approval to ensure that adequate access is maintained. Compliance with the existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigate is required.

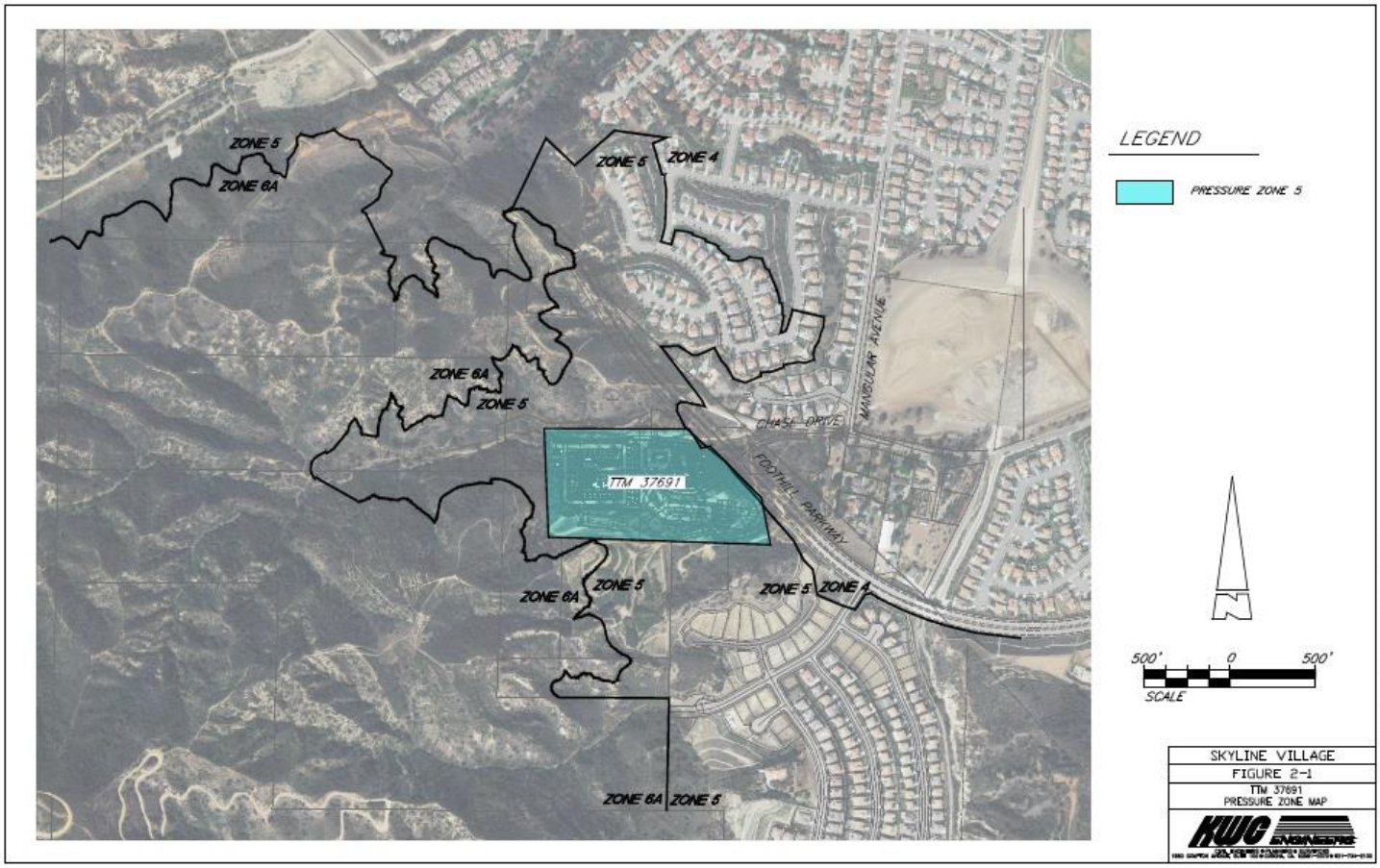
g. The project site is located within the Cleveland National Forest and is in a Very High Fire Hazard Severity Zone (VHFHSZ). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development. Adequate fire flow is also necessary, which is discussed further below.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines.

The project is required to have adequate fire flow for fire protection per the Fire Code. According to Section 15.12.390 of the Corona Municipal Code, the minimum fire flow and flow duration for residential buildings is 2500 gpm (gallons per minute) for a 2-hour duration and 3000 gmp for 3 hours for commercial buildings. Water storage is necessary for fire flow. The development is located within Zone 5 of the City's Pressure Zone Map. The project is required to construct its own water facilities to supply the necessary system pressures. A preliminary water study analyzing the project's water demands was prepared by KWC Engineers (dated May 2021) and submitted to the City's Department of Water and Power (DWP) for review. Based on the preliminary study, the DWP has estimates that the project would need to construct a new 1.0-million-gallon (MG) water tank containing operational storage, terminal storage, and fire flow storage to adequately serve the project. The water tank would need to be constructed near the proposed development and at an elevation of 1380 feet above mean seal level (MSL). The project applicant has the option of constructing the 1.0 MG water storage tank or paying a fair-share cost of the total construction cost of a new 2.5 MG water tank, which would be constructed by the City. The applicant's fair-share contribution will be determined following the approval of the final water study, and payment would be required prior to the recordation of the project's tentative tract map, TTM 37691, or issuance of a precise grading permit, whichever occurs first. Compliance with this requirement would reduce impacts related to wildland fires to less than significant. **[MM 9-B]**

If the applicant chooses to participate with the City in the construction of the water tank and the project site is constructed before the City completes the construction of the water tank, the DWP has determined that the City's existing potable water pumping facilities located in Zone 3 (located within Sierra Bella) are capable of delivering the project's required fire flow in the interim. Therefore, project development may commence prior to tank construction and without additional pumping facility construction, provided that a permanent water tank is constructed within 5 years of map recordation or issuance of a precise grading permit, whichever occurs first.

**Figure 3: Pressure Zone 5 Map**




Source: KWC Engineers

**Mitigation Measures:**

**MM 9-A** Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City.

**MM 9-B** The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank, as determined by the final water study approved by the City. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first.

| **10. NOISE:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed noise level standards | ☐ | ☐ | ☒ | ☐ |
| b. Exposure to excessive noise levels/vibrations | ☐ | ☐ | ☒ | ☐ |
| c. Permanent increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| d. Temporary increase in ambient noise levels | ☐ | ☐ | ☒ | ☐ |
| e. Conflict with Airport Land Use Plan noise contours | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Noise Impact Study, dated March 19, 2021, was prepared by RK Engineering to analyze noise impacts associated with project. The following discussions are based on the findings of the Noise Impact Study.

a. The nearest existing noise-sensitive land uses include the residential properties that are located approximately 300 feet east of the project site across Foothill Parkway. The nearest future residential homes proposed as part of the Skyline Heights subdivision (TTM 36544) would be located approximately 700 feet to the northwest of the project site. The Noise Impact Study analyzed short-term and long-term noise impacts associated with the proposed project. Short-term impacts would be associated with the construction phase of the project, while long-term impacts would be associated with the operational phase of the project and includes parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Should the project decide to include outdoor events with live music in the future, the project's Conditions of Approval associated with PP2020-0005 require the applicant to submit to the City an updated noise analysis to address live music uses. Uses using a loud speaker or amplified device should adhere to the regulations in CMC section 9.24.040.

Short-term (Construction) Noise Impacts

Construction of the project would include preparation, grading, paving, building, construction and architectural coating. Ground-borne noise and other types of construction related noise impacts would typically occur during excavation activities of the grading phase which has the potential to create the highest levels of noise.

RK Engineering analyzed potential noise impacts during all expected phases of construction, and noise levels are calculated based on an average distance (300 feet) of equipment over an 8-hour period to the nearest adjacent residential properties. The worst-case scenario construction phase noise levels would be approximately 72.7 dBA at the nearest adjacent residential properties. However, construction would occur throughout the project site and would not be concentrated or confined in a single area. Also, the project is required to comply with Corona Municipal Code Section 17.84.040, which permits construction activities between the hours of 7:00 AM and 8:00 PM, Monday through Saturday, and 10:00 AM to 6:00 PM on Sundays. To further reduce the potential for noise impacts, implementation of the design features which are listed below would further minimize construction noise impacts. The design features are included in the project's Conditions of Approval for PP2020-0005. Thus, the project's short-term noise impacts would be less than significant.

**Required Short-term Project Design Features:**

- No impact pile driving activities shall be allowed on the project site.
- During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment should be turned off when not in use.
- Locate staging area, generators and stationary construction equipment as far from the western property line, as reasonably feasible.
- Obtain a construction work permit from the City of Corona prior to starting construction.

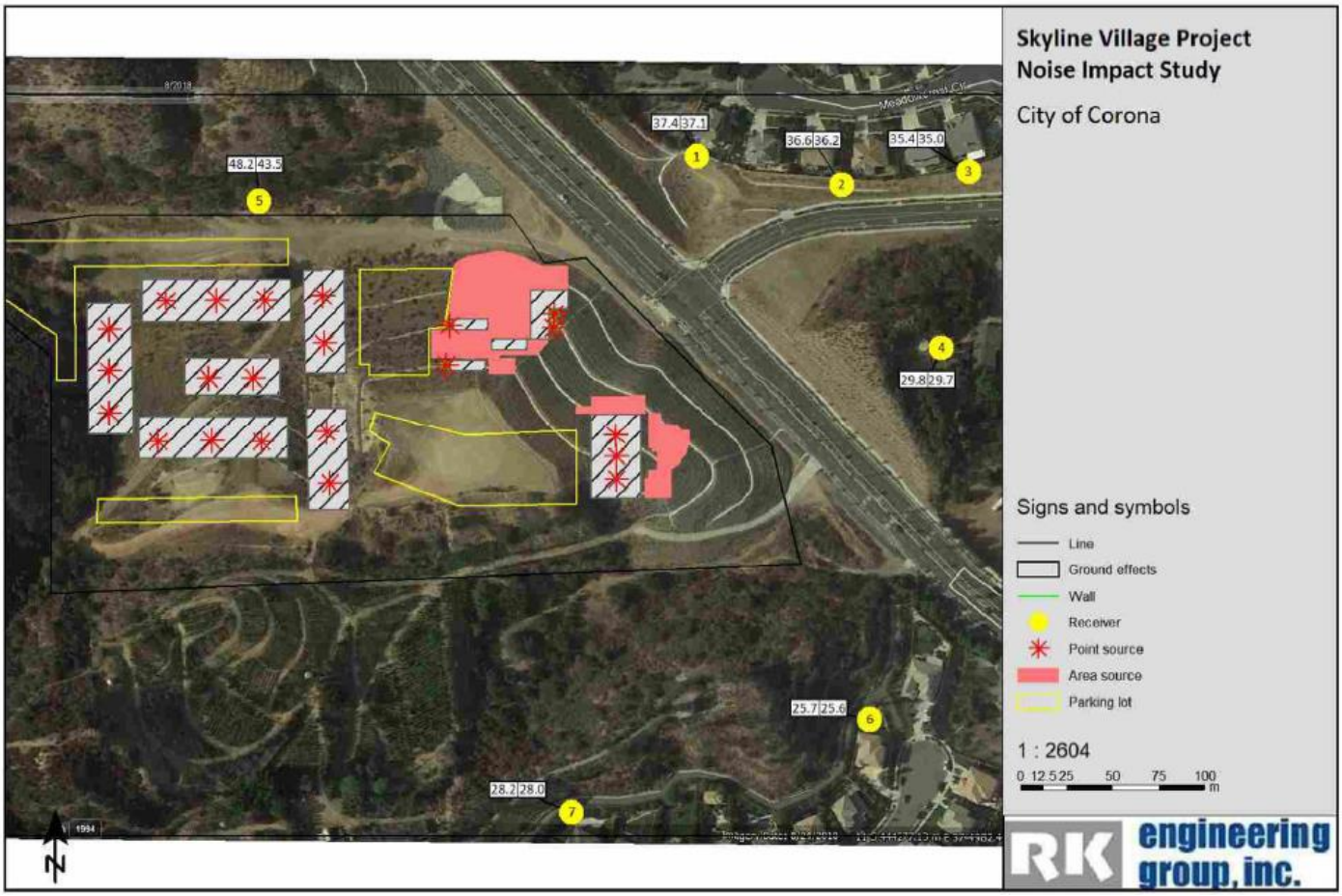
Long-term (Operational) Noise Impacts

Long-term noise impacts associated with the project would be generated from parking lot noise, mechanical HVAC equipment and conversation/outdoor dining noise. Operational noise was analyzed at all adjacent property lines surrounding the project site and at the nearest existing residential properties to the east (across Foothill Parkway). See Figure 4. The noise analysis considered all project noise sources operating simultaneously during the daytime (7:00 a.m. to 10:00 p.m.) at the property lines of the nearest adjacent residential properties. The project is subject to the City's noise standards for stationary noise under CMC Section 17.84.040(C). The stationary noise standards are shown in Table 10.A below.

| TABLE 10.A<br>STATIONARY NOISE SOURCE STANDARDS | | | | |
|---|---|---|---|---|
| **TYPE OF LAND USE** | **MAXIMUM ALLOWABLE NOISE LEVELS** | | | |
| | **Exterior Noise Level** | | **Interior Noise Level** | |
| | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** | **7 a.m. to 10 p.m.** | **10 p.m. to 7 a.m.** |
| Single-, Double- and Multi- Family Residential | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Other Sensitive Land Uses | 55 dBA | 50 dBA | 45 dBA | 35 dBA |
| Commercial Uses | 65 dBA | 60 dBA | Not applicable | Not applicable |

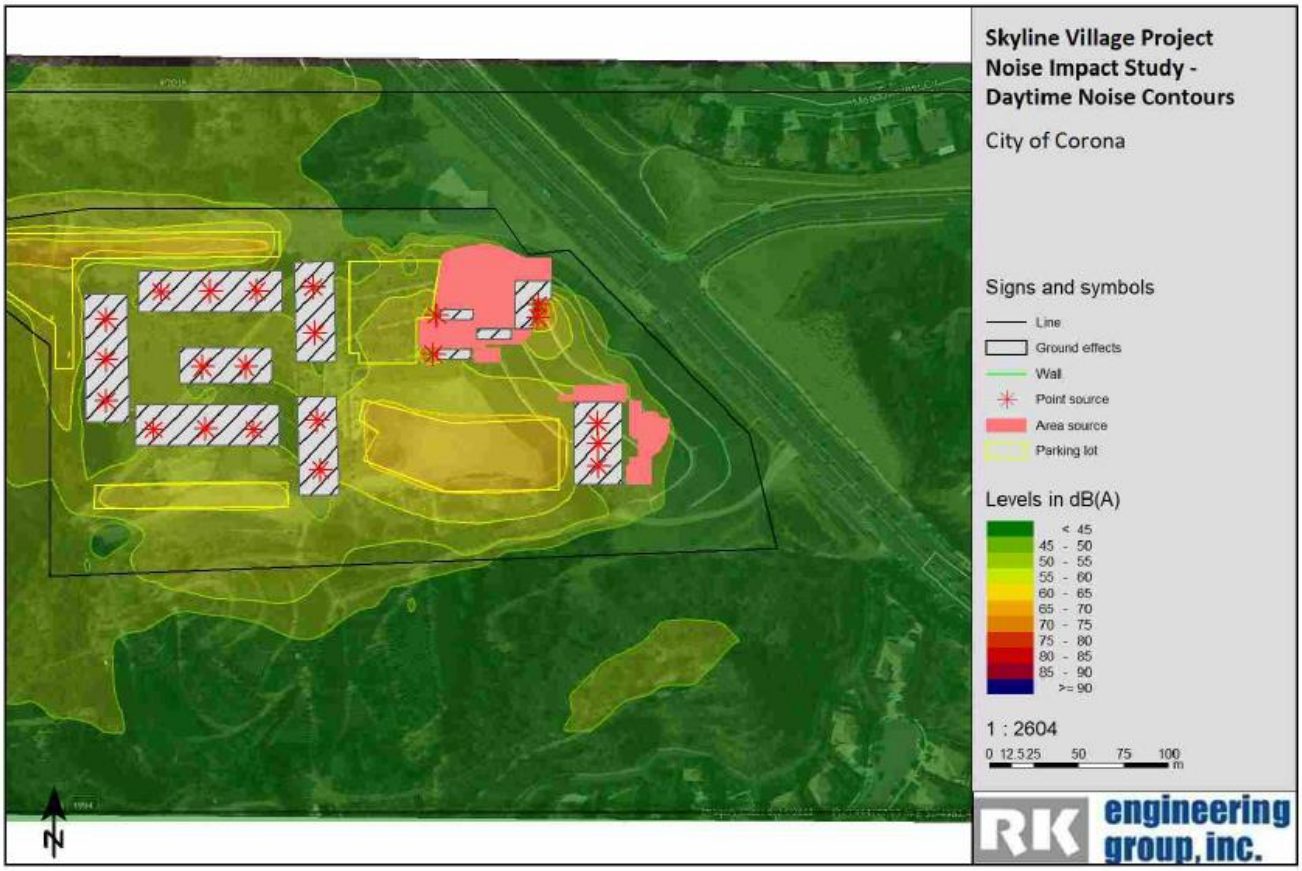
Source: CMC Section 17.84.040(C)

**Figure 4: Noise Measurement Locations**



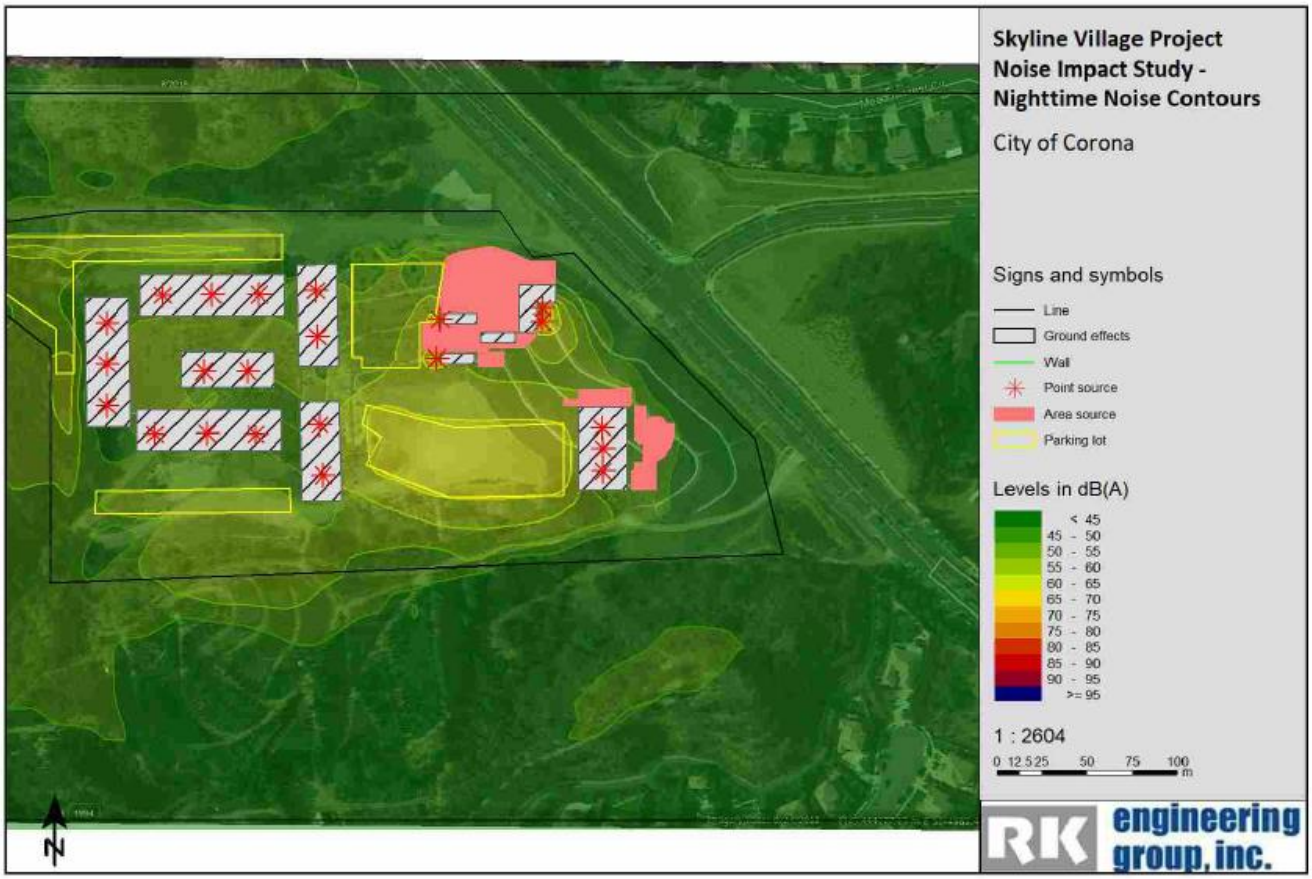

Source: RK Engineering

**Figure 5: Noise Contours for Daytime Hours**




Source: RK Engineering

**Figure 6: Noise Contours for Nighttime Hours**




Source: RK Engineering

Noise was measured for the daytime and nighttime hours.

- **Daytime:** Based on the results of the noise analysis, noise levels generated by the project would range from 25.8 dBA to 48.2 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's daytime noise standard of 55 dBA at the adjacent property lines. Figure 5 shows the project's noise contours for the daytime hours.

- **Nighttime:** Based on the results of the noise analysis, noise levels generated by the project noise would range from 25.7 dBA to 43.5 dBA measured at the receiver locations shown in Figure 4. These noise levels are below the City's nighttime noise standard of 50 dBA at the adjacent property lines. Figure 6 shows the project's noise contours for the nighttime hours.

The change in the existing noise levels as a result of the project would range from approximately 0.0 dBA to 3.5 dBA during daytime hours. For the daytime hours, the change in the existing noise levels as a result of the project would similarly range from approximately 0.0 dBA to 3.5 dBA during daytime hours. This noise change as a result of the project is considered insignificant because, per the study, the human can barely perceive a change in noise level of 3 dB.

Note that the results of the long-term noise impact analysis assumes that the project design features listed below are integrated into the project. These design features are a requirement of the project's Conditions of Approval associated with PP2020-0005. Therefore, the project's long-term noise impacts would be less than significant.

**Required Long-term Project Design Features:**

- Prior to issuance of building permits, the project proponent shall demonstrate to the City building department that the proposed building shell assembly and window assemblies will achieve exterior to interior noise reduction that will meet the State/City building code requirement of 45 dBA CNEL.
- All HVAC equipment and exhaust fans should be fully shielded or enclosed from the line of sight of adjacent residential uses. Shielding/parapet wall should be at least as high as the equipment.
- Truck deliveries, loading/unloading activity, and trash pick-up should be limited to daytime (7 a.m. – 10 p.m.) hours only.
- Limit engine idling time for all trucks to 5 minutes or less.

Also, the new commercial center is required to adhere to the stationary noise standards under CMC Section 17.84.040(C) which would reduce the commercial center's operational noise impacts to the new residential condominiums proposed within the project site to a less than significant level. Therefore, no mitigation is required.

b. Vibration from construction was analyzed in the Skyline Village Noise Impact Study (RK Engineering, dated March 19, 2021. To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest sensitive receptors are the residential structures located at approximately 300 feet from the east property line. All structures surrounding the project site are considered "new residential structures". No historical or fragile buildings are known to be located within the vicinity of the site. Based on the results of the vibration analysis, the project's construction activities would not cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would be barely perceptible.

**Table 10-B: Construction Vibration Impact Analysis**

| Construction Activity | Distance to Nearest Structure (ft) | Duration | Calculated Vibration Level - PPV (in/sec) | Damage Potential Level | Annoyance Criteria Level |
|---|---|---|---|---|---|
| Small Bulldozer | 300 | Continuous/Frequent | 0.000 | No Impact | Barely Perceptible |
| Large Bulldozer | 300 | Continuous/Frequent | 0.006 | No Impact | Barely Perceptible |
| Vibratory Roller | 300 | Continuous/Frequent | 0.014 | No Impact | Barely Perceptible |
| Loaded Trucks | 300 | Continuous/Frequent | 0.005 | No Impact | Barely Perceptible |

c. See discussions under Section 10.a.

d. See discussions under Section 10.a.

e. The project site is located approximately 3.40 miles south of the Corona Municipal Airport. Based on the Riverside Cou

Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibly zone and therefore, does not conflict with the ALUCP and no mitigation is required.

| **11. PUBLIC SERVICES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fire protection | ☐ | ☐ | ☐ | ☒ |
| b. Police protection | ☐ | ☐ | ☐ | ☒ |
| c. Schools | ☐ | ☐ | ☐ | ☒ |
| d. Parks & recreation facilities | ☐ | ☐ | ☐ | ☒ |
| e. Other public facilities or services | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The Corona Fire Department (CFD) will provide all emergency and medical aid calls to the project site. Station 6 located at the corner of Main Street and Upper Drive will provide first in response to the project site. Station 6 is located approximately 2.1 miles from the project site and is equipped with a paramedic engine company, water tender, and research engine with four personnel. Average response time to the project site is estimated to be approximately six minutes including travel time and turn-out time. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

b. The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 200 employees, including officers and support staff and is stationed at 730 Corporation Yard Way which is approximately 4.6 miles from the project site. The City's police patrol officers work assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

c. The proposed project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district apply.

d. Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

e. See discussion under 11.d.

| **12. UTILITIES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Exceed wastewater treatment requirements | ☐ | ☐ | ☒ | ☐ |
| b. Involve construction/expansion of water or wastewater treatment facilities | ☐ | ☐ | ☒ | ☐ |
| c. Involve construction/expansion of storm drains | ☐ | ☐ | ☒ | ☐ |
| d. Sufficient water supplies/compliance with Urban Water Management Plan. | ☐ | ☐ | ☒ | ☐ |
| e. Adequate wastewater treatment capacity | ☐ | ☐ | ☒ | ☐ |
| f. Adequate landfill capacity | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| g. Comply with solid waste regulations | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. As required for all projects by the City's Department of Water and Power (DWP), the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the DWP and Riverside County Department of Health Services and will be reviewed by the DWP during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

b. See discussion under Section 12.a.

c. As discussed under the Hydrology & Water Quality section, a preliminary hydrology study (KWC Engineers, December 2020) was prepared for the project to analyze the project's drainage patterns. The project will generally maintain the existing drainage patterns in the proposed condition. In comparison between the existing and proposed drainage patterns, Drainage Areas B, C, and D will have peak flows in the proposed condition that are less than the peak flows in the existing condition. However, Drainage Area A will be slightly higher in the proposed condition than the existing condition. Although there will be a slightly higher increase in peak flow for Drainage Area A, the amount is approximately 1% of the total flow rate, which is considered insignificant. The slight increase will not impact the sizing of the existing storm drain pipeline and hydraulics of the pipeline. Furthermore, the existing storm drain pipe was sized for larger bulked flow rate of 844.2 cfs and drains to the existing Oak Street Debris Basin located approximately 1,200 feet to the east of the project site. Therefore, the proposed flows and capacities generated by the new development do not exceed the capacity of the existing stormwater system and do not increase the potential for onsite or offsite flooding.

d. As discussed under the Hydrology & Water Quality section, a preliminary water quality management plan (WQMP, KWC Engineers, Revised May 20, 2021) was prepared the project. Per the preliminary WQMP, the site currently drains from the southeast to northeast of the site along several valleys and stream channels. Existing flows from the site drain to Kroonen Channel and Oak Street Reservoir to the north and east of the site. The project will construct catch basins throughout the site to capture storm water run-off. The run-off will be filtered through onsite infiltration and bio-infiltration systems for pollutants and debris before being discharged into the city's storm drain system. As part of the project's grading permit process, the applicant is required to submit a final WQMP and the city's Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

e. See discussion 12.a.

f. Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts would be less than significant and no mitigation is required.

g. See discussion under Section 12.f.

| **13 AESTHETICS:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Scenic vista or highway | ☐ | ☐ | ☒ | ☐ |
| b. Degrade visual character of site & surroundings | ☐ | ☐ | ☒ | ☐ |
| c. Scenic resources (forest land, historic buildings within state scenic highway | ☐ | ☐ | ☐ | ☒ |

| | | | | |
|---|---|---|---|---|
| d. Light or glare | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

The following discussions are based on the Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021.

a. Per the 2020-2040 General Plan, the stretch of Foothill Parkway from Paseo Grande to Bedford Canyon Road is a city designated scenic corridor. This stretch offers views of the Prado Basin to the north and hills and valleys leading toward the San Bernardino Mountains in the north and east. The project site is located on this stretch of Foothill Parkway. The project site has been used for low-key agricultural activities in the past and is currently undeveloped and vacant. The project site is on a hill on the southwest side of Foothill Parkway. A roadway leading into the project will be cut into the hillside forming a fourth leg to the intersection of Chase Drive and Foothill Parkway. The remaining slopes facing Foothill Parkway will be landscaped on the southerly section and retained behind a proposed 30-foot-high segmented block retaining wall on the northerly section. One and two-story commercial buildings are proposed on top of the hillside nearest Foothill Parkway. Three-story residential buildings are proposed on the west side of the site at a slightly higher elevation. Currently, the dominant view of the site is the engineered hillside. The proposed project will landscape the hillside and it will continue to be the dominant view of the site. The zoning designation of the surrounding area is a combination of low-medium density residential and open space. The areas northeast of the project site contain single-family residential homes. Immediately south and west of the project site are vacant, agricultural and open space land. With a mix of residential and neighborhood commercial uses, the proposed Skyline Village mixed-use development fits well in the current land use zoning designation and aesthetics of the area. The project site is closer to Foothill Parkway similar to other developments in the immediate area. The proposed development is required to adhere to the City's development standards with respect to building height, setbacks to property lines and landscaping. Therefore, the on-site design standards will be similar to the design standards used on the nearby properties. Therefore, the project will not cause any adverse effects on the existing scenic vistas and is a less than significant impact.

b. The proposed project is located on a vacant undeveloped land. The land use zoning designation of the project area is a combination of low-medium density residential, commercial, and open space. The proposed project would develop 39 one-bedroom residential condominiums, 39 three-bedroom townhomes, a 1,400-square foot recreation center with a swimming pool, one and two-story retail shops and restaurants totaling 25,715 square feet, parking, and ancillary uses. The mix of on-site land uses would be interconnected with pedestrian and bicycle pathways. The publicly accessible vantage points include Chase Drive and Foothill Parkway to the east of the site, and the public trails north and west of the project site. The views of the project from these publicly accessible vantage points will be mainly the rooftops of the development and landscaping. Currently, the dominate view of the project site is an engineered hillside void of any vegetation. The project proposes landscaping on the hillside facing Foothill Parkway. The project will not degrade the existing character or quality of the public views of the site and surrounding project area. The proposed development will result in a uniform and aesthetically cohesive condition on the site consistent with City standards; therefore, a less than significant impact would occur and no mitigation is warranted.

c. The project site is located on currently undeveloped vacant land on the southwest side of Foothill Parkway at the intersection of Foothill Parkway and Chase Drive. Chase Drive provides western views toward the Santa Ana Mountains. The proposed project building pads of the three-story residential buildings sit slightly higher on the west end of the project site but will not obstruct the scenic views of the mountains. The west side of the project site is dominated by the hillside slope and will continue to be the dominant visual feature of the site. There are no historic buildings on or near the project site and, since the project will be built on a vacant land that does not include existing trees or rock outcroppings, it will not affect any natural resources such as trees, or rock outcroppings. Also, there are no state scenic highways nearby. Therefore, the proposed project would have no impact on scenic resources. No mitigation is required.

d. The proposed project would introduce new sources of light because of the new development and infrastructure. The light sources would be in the form of residential lighting from the condominiums, security lighting in the common areas and garages, the lights of retail shops, and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential and commercial sources is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. The project's photometric analysis prepared by Beaumont Electric Inc. has demonstrated the project's compliance with this requirement. As such, adherence to these design measures would help reduce the light or glare potentially caused by the project.

The project would also include solar panels on the rooftops of the residential carports. Solar photovoltaic (PV) are made up of glass panels that are designed to maximize absorption of light and minimize reflection to increase electricity production efficiency. To limit reflection, solar PV panels are constructed with dark, light-absorbing materials and covered with an anti-reflective coating to create an albedo effect, which minimizes glare. Furthermore, the residential carports are

located on the western portion of the project site and would not be visible to the surrounding existing residential uses.

New on-site lighting and building materials will be designed, installed, and maintained to satisfy applicable City requirements; therefore, a less than significant impact would occur from light and glare and no mitigation is required.

| **14. CULTURAL RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Historical resource | ☐ | ☐ | ☐ | ☒ |
| b. Archaeological resource | ☐ | ☐ | ☐ | ☒ |
| c. Paleontological resource or unique geologic feature | ☐ | ☒ | ☐ | ☒ |
| d. Disturb human remains | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. CRM Tech prepared a Historical/Archaeological Resources Survey Report, dated September 25, 2019, for the project. The purpose of the analysis was to determine whether the project would cause substantial adverse changes to any historic or archaeological resources as defined by CEQA, that may exist in or near the project area. In order to identify such resources, CRM Tech conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey. Through the various avenues of research, CRM Tech did not encounter any historical resources within or adjacent to the project area. Therefore, no impacts related to historical or archaeological resources would occur.

b. See discussions under 14.a.

c. CRM Tech prepared a Paleontological Resources Assessment Report, dated September 26, 2020, for the project. The purpose of the report was to determine whether the proposed project would potentially disrupt or adversely affect any significant, nonrenewable paleontological resources, as mandated by CEQA.

The project site is located in the northern portion of the Peninsular Ranges geomorphologic province, where a series of northwest-southeast-trending mount ranges and valleys lie subparallel to fault lines branching from the San Adreas Fault. The topography in this region generally consists of granitic rock intruding into older metamorphic rock. The project location lies at the northwestern end of the Corona-Elsinore Trough and within the Corona compound alluvial fan that slopes northeast across the trough. Surrounding area is known to contain exosures of the late-Cretaceous Ladd Formation and the younger Paleocene Silverado Formation, which is composed of marine and nonmarine beds.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the possibility for such resources to be encountered in future excavation and construction activities, CRM Tech initiated a records search with the Natural History Museum of Los Angeles County in Los Angeles, reviewed pertinent literature, and carried out a systematic field survey on July 30, 2019 in accordance with the guidelines of the Society of Vertebrate Paleontology.

The results of the research procedures indicate that the proposed project's potential to impact significant paleontological resources is low in the surface sediments of younger Quarternary alluviam in the northern portion and the southeastern corner of the property, but high in the exposures of marine late-Cretaceous Ladd formation and the Paleocene Silverado Formation elsewhere and the older Quaternary sediments underlying the younger Quarternary alluvim. The current surface soils in the project area, however, have been extensively disturbed over the past 17 years by earth-moving activities associated with the leveling of the hilltop, grading, and the construction of a concrete paved road. The surface soils essentially constitute artificial fill.

In order to prevent project impacts on significant, nonrenewable paleontological resources or to reduce such impacts to a level less than significant, CRM TECH recommended that a mitigation program be developed and implemented during any earth-moving operations reaching beyond the previously disturbed surface soils. The mitigation program should be developed in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following:

- All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

- Samples of sediments should be collected and processed to recover small fossil remains.
- Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.
- A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

With implementation of a mitigation program, impacts to paleontological resources would be reduced to less than significant. **[MM 14-A]**

d. Mitigation Measure 17-F **[MM 17-F]** under the **Tribal Cultural Resource** section would address inadvertent discoveries of human remains during project grading and construction. This would reduce impacts to less than significant.

**Mitigation Measure:**

**MM 14-A** Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include, but not be limited to, the following:

a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but will have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.

b. Samples of sediments should be collected and processed to recover small fossil remains.

c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.

d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program.

| **15. AGRICULTURE RESOURCES:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Williamson Act contract | ☐ | ☐ | ☐ | ☒ |
| b. Conversion of farmland to nonagricultural use | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

a. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The purpose of the Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. The project site is not located within a Williamson Act contract area. Therefore, no impact to Williamson Act lands will result from the proposed development and no mitigation is required.

b. The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts and no mitigation would be required.

| 16. GREENHOUSE GAS: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Generate greenhouse gases | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with a plan, policy or regulation | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

a. The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the CoronaCAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet itsestablished GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 $MtCO_2e$ (metric tons of $CO_2e$ equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions.

The project's Air Quality and Greenhouse Gas Impact Study (RK Engineering, March 2021) determined that the project's annual GHG emissions would be 3,104.57 MTCO2e/year. Since the project's annual emissions would be greater than 3,000 MTCO2e/year, the RK Engineering report states that the project would need to complete the Screening Tables in the Corona CAP and garner the required 100 points in order to be consistent with the reduction quantities anticipated in the Corona CAP. RK Engineering completed the Screening Tables, which are attached as Appendix C to the Air Quality and Greenhouse Gas Impact Study. Based on the design and construction measures that RK Engineering selected for the project, the project was capable of garnering a total project score of 107.8 points, which shows compliance with the Corona CAP. The entitlement applications, PP2020-0005 and CUP2020-0001, are conditioned to implement the design and construction measures that were selected by RK Engineering for the project. Implementation of these measures would reduce impacts related to greenhouse gas emissions to less than significant.

b. The project proposes to incorporate several energy efficiency design features (i.e., energy efficient lighting and appliances) that would comply with Title 24 requirements as well as the California Green Building Code standards that are consistent with the Corona CAP's design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.

| 17. TRIBAL CULTURAL RESOURCES | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | ☐ | ☒ | ☐ | ☐ |

**Discussion:**

a. The project site is not located on the California Register of Historical Resources or on the City's register of historic resources and would have no impacts to the state's or city's historic resources.

b. The project is subject to SB 18 and AB 52 tribal consultation. The purpose of SB 18 and AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources.

Pursuant to SB 18 protocol, the City obtained a list of 18 local Native American tribes from the Native American Heritage

Commission on August 8, 2020. On October 12, 2020, the City submitted by email letters of invitation for consultation to all 18 tribes. In response to the invitation, the following tribes requested consultation:

- Gabrieleno Band of Mission Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians

Soboba Band of Luiseno Indians

Consultation with the Soboba Band of Luiseno Indians was initially held on December 7, 2020. Per Mr. Joseph Ontiveros, representative for Soboba, the project site falls with the bounds of Soboba's Tribal Traditional Use Areas, and is in proximity to known sites, is a shared use area that was used in ongoing trade between tribes, and is considered to be culturally sensitive by the people of Soboba. Mr. Ontiveros requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were submitted to Mr. Ontiveros for review. Staff and Mr. Ontiveros discussed revisions to the draft mitigation measures during the course of the consultation process. On April 8, 2021, staff and Mr. Ontiveros were able to reach an agreement with the revised mitigation measures. On June 21, 2021, the City received a follow-up confirmation email from Mr. Ontiveros concluding consultation. Compliance with the mitigation measures would reduce impacts to tribal cultural resources to a less than significant level. **[MM 17-A through MM 17-G]**

Rincon Band of Luiseno Indians

Consultation with the Rincon Band of Luiseno Indians was initially held on April 15, 2021. Per Ms. Cheryl Madrigal, Cultural Resources Manager for the Rincon Band of Luiseno Indians Soboba, the project site is located within the territory of the Luiseno people and within Rincon's specific Area of Historic Interest. Ms. Madrigal requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Staff submitted the city's draft mitigation measures related to tribal cultural resources to Ms. Madrigal for review. Ms. Madrigal responded on April 15, 2021 and she had no further comments. On June 18, 2021, Ms. Madrigal submitted a formal letter in response to the draft mitigation measures and concluded consultation. Compliance with **MM 17-A through MM 17-G** would reduce impacts to tribal cultural resources to a less than significant level.

Gabrieleno Band of Mission Indians

Consultation with the Gabrieleno Band of Mission Indians was initially held on March 17, 2021. Per Mr. Andy Salas, representative for the Gabrieleno Band of Mission Indians, the project site is located within Gabrieleno's Ancestral Tribal Territory and thus, Mr. Salas requested mitigation measures that would involve tribal monitoring to mitigate potential impacts to tribal cultural resources. Draft mitigation measures were emailed to Mr. Salas for review. Mr. Salas did not agree with the city's mitigation measures and proposed separate mitigation measures on March 24, 2021. On March 31, 2021, staff reviewed the proposed mitigation measures and proposed revisions to Mr. Salas for the following reasons:

1. The mitigation measures required the project developer to retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians and for the project developer to enter into a tribal agreement with the Gabrieleno Band of Mission Indians for tribal monitoring prior to the commencement of any ground disturbance. The city's mitigation measures include similar language; however, staff proposed that the language be modified to include all three consulting tribes.

2. The mitigation measures contained very specific language pertaining to when a Tribal Monitor should be present and how the Tribal Monitor should monitor and log daily ground disturbance activities. Staff did not agree with this language because it is common for each consulting tribe to require their own separate tribal monitoring agreement with the project developer and have their own Tribal Monitor onsite. As such, staff proposed that the specific monitoring details and methods of monitoring be left to each tribe's agreement with the project developer.

3. The mitigation measures stated that upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the discovery (not less than 100 feet) until the resource can be assessed. It further stated that all tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal Monitor approved by the Consulting Tribe. If the resource is Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. Staff did not oppose the requirement of establishing a 100-foot buffer from an inadvertent find; however, staff proposed that the language be revised to include the two other consulting tribes. In addition, staff recommend that the mitigation measures address disagreements between tribes with regard to the final disposition of cultural resources.

Mr. Salas did not agree with staff's suggestions. Staff revised the mitigation measures and sent them to Mr. Salas on April 15, 2021. Mr. Salas responded again that he did not agree with the city's revised mitigation measures. Staff elected to conclude consultation with the Gabrieleno Band of Mission Indians on April 15, 2021 without mutual agreement on t

mitigation measures because staff felt that good faith and reasonable efforts were made during the consultation process to address Gabrieleno's concerns while also addressing similar concerns of two other consulting tribes. Although mutual agreement could not be reached between the city and the Gabrieleno Band of Mission Indians, compliance with **MM 17-A through MM 17-G** would result in less than significant impacts.

**Mitigation Measures**

**MM 17-A** **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB/18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources.

**MM 17-B** **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

i. Project grading and development scheduling;

ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

**MM 17-C** **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Monitored grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:

a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:

i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;

ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made

available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;

iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and

iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes.

**MM 17-D** For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study.

**MM 17-E** **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**MM 17-F** **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

**MM 17-G** **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:

a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.

b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens.

| 18. MANDATORY FINDING OF SIGNIFICANCE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Fish/ wildlife population or habitat or important historical sites | ☐ | ☐ | ☒ | ☐ |
| b. Cumulatively considerable impacts | ☐ | ☐ | ☒ | ☐ |
| c. Substantial adverse effects on humans | ☐ | ☐ | ☒ | ☐ |
| d. Short-term vs. long-term goals | ☐ | ☐ | ☒ | ☐ |

**Discussion:**

Based on the Initial study, the project has the potential to result in significant impacts to the following environmental topics:

- Geologic Problems;
- Hazards and Hazardous Materials;
- Biological Resources;
- Cultural Resources; and
- Tribal Cultural Resources.

However, appropriate mitigation measures have been developed. **Mitigation Measures 3-A through 17-G** successfully mitigate all identified potential impacts to less than significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively considerable impacts, substantial adverse effects on humans, or short-term vs. long-term goals are considered less than significant.

| 19. WILDFIRE: | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan | ☐ | ☐ | ☐ | ☒ |
| b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes | ☐ | ☐ | ☒ | ☐ |

**Discussion**

a. The project site is located within a Very-High Fire Hazard Severity zone (VHFHS). To protect development in the VHFHSZ, the City's Fire Department requires adherence to a wide range of state and local codes (California Fire code, CAL-FIRE fire safe design requirements, City Fire and Public Works Standards, and other standards). Requirements include but are not limited to having adequate fire hydrants, fire sprinklers, two points of access, and emergency fire access roads implemented into the project design during the planning phase of a development.

The Fire Department requires all projects that are located in a VHFHSZ to submit a Preliminary Fuel Modification Plan which shall be approved by the Fire Department prior to the approval of any tentative tract map or parcel map. A Final Fuel Modification Plan is required to be approved by the Fire Department prior to issuance of a grading permit or building permit, as applicable. The Plan is required to contain a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan is also required to address the maintenance of the fuel mod area

in perpetuity and meet the City's Vegetation Management Guidelines.

Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan. There would be no impacts.

b. The proposed project would not contribute to the spreading of wildfire since the project's future homes would be required to be designed to comply with the current CBC which includes fire construction standards. Also, prior to issuance of a grading or building permit, the project is required to have a Final Fuel Modification Plan approved by the Corona Fire Department that would include a wildland fire hazard and risk assessment, fire behavior modeling, assessment of structure ignition in the wildland/urban interface, fuel mod zone descriptions and treatments, treatment recommendations, and approved plant pallet. The Plan would also address the maintenance of the fuel mod area in perpetuity and meet the City's Vegetation Management Guidelines. Also, Mitigation Measure 9-B **[MM 9-B]** is already required to ensure that the project meets the necessary fire flow requirements per Fire Code. Therefore, the project will not exacerbate wildfire risks. Impacts to exposing people to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant, and no mitigation is required.

c. See discussions under 19.a and 19.b.

d. The project site is required to comply with the engineering recommendations in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). The project is also required to comply with the fuel mod zone descriptions, treatments, and plant palette in the Final Fuel Modification Plan. The proposed project will not significantly alter drainage patterns on the site based on the Preliminary Hydrology Report (KWC Engineers, dated December 2020). Therefore, impacts to exposing people or structures to a downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

| **20. ENERGY:** | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | ☐ | ☐ | ☐ | ☒ |

**Discussion:**

The Skyline Village Preliminary Energy Analysis was prepared for the project by LSA, dated February 3, 2021 to evaluate the energy and fuel use impacts associated with the proposed project. The following discussions are based on the findings of the Skyline Village Preliminary Energy Analysis

a. The Skyline Village Preliminary Energy Analysis evaluated project-specific energy and fuel use by examining the impacts of the proposed project on regional energy use. The project's energy demand during construction and operations were analyzed. Note that the project's mitigation measures required to reduce criteria air pollutants and greenhouse gas (GHG) emissions would also reduce electricity and petroleum consumption.

Temporary (Construction) Energy Demand

Construction of the project would require temporary energy demand. Construction energy impacts involve the one-time, non-recoverable energy costs associated with construction of structures and roadways. Construction of the project would require the use of off-road construction equipment and on-road vehicles for worker commuting, and vendors. The project construction would last approximately one year. For modeling purposes, the analysis assumed that initial grading and earthwork would result in the highest fuel use during the construction period. All construction equipment was assumed to be powered by diesel and the fuel consumption was calculated based on the equation:

Fuel Consumption = Horsepower × Load Factor × Specific Fuel Consumption

For the analysis, the specific fuel consumption was assumed as 0.22 kilogram per kilowatt hour for diesel engine (Klanfar et al. 2016). Table 20-A shows the daily fuel and energy consumption estimated for construction of the proposed project. U

**Table 20-A**
**Project Construction Daily Fuel and Energy Consumption**

| Fuel Consumption (gallons/day) | Energy Consumption (MMBtu/day) |
|---|---|
| 1,536 | 211 |

Source: LSA Associates, Skyline Village Preliminary Energy Analysis

The project's total construction related on-road fuel use is small (approximately 0.03 percent of State-wide transportation fuel consumption) and would only last for a short period of time during project construction. Therefore, construction of the proposed project would not cause a significant temporary energy impact during construction.

Permanent (Operational) Energy Demand

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2 was used to estimate electricity and natural gas consumption and renewable energy generation during the operation of the proposed project. Mitigation measures required to reduce criteria air pollutants and greenhouse gas emissions would also reduce electricity consumption. The petroleum consumption from project-related on-road transportation was calculated from VMT and fuel efficiency from EMFAC2017 (ARB 2018). The Transportation Demand Management (TDM) measures identified in the Traffic Impact Analysis and Statewide EV ownership projection would reduce petroleum consumption.

- **Electricity:** The project's annual electricity consumption is expected to be 166,283 KWH. This is 0.0011% of Riverside County's total electricity consumption of 15,520 million kWh in 2019 at full buildout. The annual electricity consumption of the proposed project is higher than the defaults within the CalEEMod model due to the electricity consumption by Electric Vehicles (EVs). However, Title 24 also requires onsite renewable electricity generation and additional efficiency that offsets the higher electricity consumption of the project. The regional electricity consumption is available at County level. The proposed project would consume less than 0.2 percent of the County's total electricity consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2020). The proposed project is anticipated to generate a service population of approximately 268 people which is equivalent to approximately 0.011% percent of the County's total population but will consume approximately 0.0011% of electricity consumption when onsite renewable generation is included. Therefore, the project's electricity consumption per person would be less than the County per capita average, and would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Natural Gas:** The project is expected to consume13.25 MMBtu of natural gas. This is 0.0029% of the County's total natural gas consumption. The proposed project would consume less than 0.002% of the County's total natural gas consumption and the proposed project would generate a population of approximately 0.011% of the County's total population, the project's natural gas consumption per person would be less than the County per capita average. Therefore, the project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

- **Petroleum**: The proposed project would consume approximately 0.0003% of the County's annual petroleum consumption. The U.S. Census Bureau reported that in 2019, the total population in Riverside County was 2,471,000 (U.S. Census Bureau 2019). The proposed project is anticipated to generate a service population of approximately 1,116 which is equivalent to approximately 0.045% of the County's total population. Therefore, the project's petroleum consumption per person would be less than the County per capita average, and would not result in significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

b. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. 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 in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2019 Integrated Energy Policy Report (CEC 2019). The 2019 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2019 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 100, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by

disadvantaged communities, demand response, transmission, and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California's electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, onsite renewable energy generation combined with all electric homes significantly reduces the energy usage associated with operation of the proposed project and would be relatively small in comparison to the State's and County's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's per capita energy consumption is less than the regional (State or County) level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2019 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and no mitigation measures would be necessary.

**21. PREVIOUS ENVIRONMENTAL ANALYSIS:**

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

**DOCUMENTS INCORPORATED BY REFERENCE:**

1. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. Phase I ESA, prepared by LGC Geo-Environmental, dated December 30, 2019
4. Phase II ESA, prepared by prepared by LGC Geo-Environmental, dated November 30, 2020
5. Geologic Fault Hazard Evaluation, prepared by LGC Consultants, July 16, 2020
6. Geotechnical Investigation Report, prepared by LGC Consultants, July 16, 2020
7. Skyline Village Preliminary Energy Analysis, prepared for the project by LSA, dated February 3, 2021
8. Preliminary Hydrology Report, prepared by KWC Engineers, dated December 2020
9. Air Quality and Greenhouse Gas Impact Study, prepared by RK Engineering, March 2021
10. Paleontological Resources Assessment Report, prepared by CRM Tech, dated September 26, 2020
11. Historical/Archaeological Resources Survey Report, prepared by CRM Tech, dated September 25, 2019
12. Aesthetic Impact Analysis for the Skyline Village, prepared by LSA, Associates, dated March 2021
13. Skyline Village Noise Impact Study, prepared by RK Engineering, dated March 19, 2021
14. Preliminary Water Study, prepared by KWC Engineers, dated May 2021
15. Western Riverside County Multiple Species Habitat Conservation Consistency Analysis, prepared by Searl Biological Services (SBS), date December 17, 2020
16. Traffic Impact Study for the project, prepared by RK Engineering, dated June 9, 2021
17. Air Quality & Greenhouse Gas Impact Study, prepared by RK Engineering Group, Inc., March 19, 2021
18. Preliminary Water Quality Management Plan, prepared by KWC Engineers, May 20, 2021
19. Skyline Village TTM 37691 Water System Mitigation Requirements Memorandum, City of Corona Public Works Department, June 14, 2021

# MITIGATION MONITORING AND REPORTING PROGRAM
# CITY OF CORONA

| | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
|---|---|---|---|---|---|---|
| | **GELOGIC PROBLEMS** | | | | | |
| MM 3-A | Prior to issuance of a grading permit, the applicant shall submit evidence to the City for review and approval that any onsite development has incorporated the engineering recommendations detailed in the Geologic Fault Hazard Evaluation (LGC Consultants, July 16, 2020) and Geotechnical Investigation Report (LGC Consultants, July 16, 2020). | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| | **AIR QUALITY** | | | | | |
| MM 5-A | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that all construction equipment will have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| MM 5-B | Prior to issuance of a grading and building permit, the applicant shall demonstrate to the City that the amount of material to be hauled from the site is limited to 200 truckloads per day or less. | Condition of approval | Submit documentation | Prior to issuance of a grading and building permit | Community Development Dept. | |
| | **BIOLOGICAL RESOURCES** | | | | | |
| MM 7-A | Within thirty (30) days prior to issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Community Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. | Condition of approval | Submit documentation | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 7-B | If tree removal or project grading is to occur during the bird breeding season (February 1 through August 31), the developer shall submit a pre-construction bird nesting survey to the Community Development Department for review. The survey shall be conducted by a qualified biologist no later than 14 days prior to issuance of a grading permit. If the survey indicates the presence of nesting birds, a protective buffer zone shall be established around the nesting birds. The distance of the buffer zone shall be determined by the biologist. No project related work or activities shall be permitted within the buffer area until the biologist has determined the nest is no longer active. The final determination shall be made by the Senior Planner upon receipt of the biologist's recommendation. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| MM 7-C | Prior to grading and construction, the applicant shall have temporary fencing installed along the edge of Feature A to protect Feature A during grading and construction. | Condition of approval | Submittal of photograph or field inspection | Prior to grading/construction | Community Development | |
| MM 7-D | Prior to issuance of a grading permit, the applicant shall retain a qualified biologist to conduct a pre-construction survey to confirm that the fencing and other BMPs are properly installed and visible prior to the initiation of Project ground disturbance activities. Documentation of the pre-construction survey shall be submitted to the Community Development Department. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept | |
| MM 7-E | The project applicant shall implement the BMPs listed under Section 5.2.4 and Section 10.0 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis (Searl Biological Services, date December 17, 2020) to minimize direct/indirect impacts to Features A, B, and C as identified on Figure 15 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 7-F | The project applicant shall comply with the following requirements to minimize edge effects to Features A, B, And C:<br>• Drainage: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to drainage described below in Section 10.0. Any runoff originating from the Site subsequent to Project completion shall be collected in a WQMP BMP Treatment underground storage. Any runoff from the southern watershed and the Site subsequent to Project completion during high-yield rain events will be dissipated in two proposed riprap areas prior to entering Feature A.<br>• Toxics: The Project will implement the BMPs described above in Section 5.2.4 of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis and those applicable to toxics described above in Section 10.0.<br>• Lighting: Any Project lighting installed near Features A and B shall be shielded or directed as to not shine directly into or towards those areas.<br>• Noise: The Project shall not produce any amount of noise that would be considered an impact to wildlife utilizing the habitats within Features A and B.<br>• Invasives: Any Project landscaping shall avoid those listed in Table 6-2 of the MSHCP (Dudek & Associates, Inc., 2003) provided in Appendix E of the Western Riverside County Multiple Species Habitat Conservation Consistency Analysis. The 2:1 slopes and areas adjacent to Features A and B shall be landscaped with the appropriate native species such as coast live oak, California buckwheat, brittle bush, deerweed, and goldenbush. | Condition of approval | Submitttal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 7-F Cont' | • Barriers: The Project proposes a 35-foot-tall retaining wall between the residential/commercial areas of the Project and Feature A for the majority of its length, and an eight-foot-tall retaining wall near the offsite portion of Feature B. Those areas where a wall is not present shall install signage stating "Environmentally Sensitive Area."<br>• Grading/Land Development: No grading or land development shall extend into any avoidance areas. | Condition of approval | Submittal of documentation | During grading and construction | Community Development Dept. and Public Works Dept. | |
| | **HAZARDS AND HAZARDOUS MATERIALS** | | | | | |
| MM 9-A | Prior to issuance of a grading permit, the applicant shall submit evidence or documentation to the City that the stained soil was excavated and properly disposed of or recycled per the recommendations of LCG Geo-Environmental. After excavation of the stained soil, the excavation shall be sampled to confirm satisfactory removal of the petroleum-contaminated soil. Evidence or documentation of the resampling shall be submitted to the City. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. and Public Works Dept. | |
| MM 9-B | The applicant shall construct an estimated 1.0 million gallons (MG) of Zone 5 (1380-ft MSL) potable water storage to provide water storage for TTM 37691. Potable water storage of 1.0 MG may be constructed as a separate facility or in partnership with the City to construct a 2.5 MG water storage tank. If the applicant elects to have the City construct the water tank, the applicant shall pay a fair-share cost of the total cost of the construction of the 2.5 MG water tank. The fair-share cost shall be guaranteed prior to map recordation or issuance of a precise grading permit, whichever occurs first. | Condition of approval | Payment of fee | Prior to map recordation | Public Works Dept. and DWP | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| | **CULTURAL RESOURCES** | | | | | |
| MM 14-A | Prior to issuance of a grading permit, the applicant shall retain a qualified paleontological consultant to develop a mitigation program in accordance with CEQA and the Society of Vertebrate Paleontology guidelines and submit the mitigation program to the City. The mitigation program should include but not be limited to the following:<br><br>a. All earth-moving operations at or below the depth of five feet, or at shallower depths if the paleontologically sensitive soils are encountered, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils, if they are unearthed, to avoid construction delays, but must have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.<br><br>b. Samples of sediments should be collected and processed to recover small fossil remains.<br><br>c. Recovered specimens should be identified and curated at a repository with permanent retrievable storage that would allow for further research in the future.<br><br>d. A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, should be prepared upon completion of the research procedures outlined above. The approval of the report and the inventory by the City of Corona would signify completion of the mitigation program. | Condition of approval | Submittal of documentation | Prior to issuance of a grading permit | Community Development Dept. | |
| | **TRIBAL CULTURAL RESOURCES** | | | | | |
| MM 17-A | **Tribal Monitoring:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the SB 18 and AB 52 process, as applicable. The applicant shall coordinate with the Tribe(s) to develop a Tribal Monitoring Agreement with each tribe, if required by each tribe. A copy of the signed agreement shall be provided to the City of Corona Community Development Department prior to the issuance of a grading permit. | Condition of approval | Submittal of agreements | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-A cont' | Should the applicant fail to obtain signatures from one or more tribes, the Community Development Department may initiate consultation with that tribe(s) to verify non-agreement. Failure to obtain signatures of a Tribal Monitoring Agreement shall not prohibit issuance of a grading permit when it is determined that the developer has acted in good faith to establish a Tribal Monitoring Agreement, and reasonable measures are put in place to monitor grading and protect cultural resources. | | | | | |
| MM 17-B | **Archaeological Monitoring:** At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.<br><br>a. The Project Archaeologist, in consultation with interested tribes, the Developer and the City, shall develop an Archaeological Monitoring Plan to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:<br><br>i. Project grading and development scheduling; | Condition of approval | Submittal of documentation showing that an archeologist has been retained for the project. | Prior to issuance of a grading permit | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-B cont' | ii. The development of a rotating or simultaneous schedule in coordination with the applicant and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;<br><br>iii. The protocols and stipulations that the Developer, City, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. | | | | | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-C | **Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, construction activities shall cease around the cultural resources until it is assessed. Grading activities may continue to occur around the cultural resource; however, no grading shall occur within 50 to 100 feet around the cultural resource, as determined by the Project Archaeologist and Tribal Monitors. The following procedures will be carried out for treatment and disposition of the discoveries:<br><br>a. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and<br><br>b. **Treatment and Final Disposition*:*** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Corona Community Development Department with evidence of same:<br><br>i. Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-C Cont' | ii. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;<br><br>iii. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default; and<br><br>iv. At the completion of grading, excavation and ground disturbing activities on the site a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Corona, Eastern Information Center and interested tribes. | Condition of approval | Submittal of Phase IV monitoring report | Within 60 days of completion of grading | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-D | For final disposition of archaeological material that is non-Native American in origin, the landowner shall relinquish the archaeological material to an appropriate qualified repository with Riverside County that meets federal standards per 36 CFR Part 79 to be professionally curated and made available to other archaeologists/researchers for further study. | Condition of approval | Submittal of Phase IV monitoring report or other documentation as applicable | Within 60 days of completion of grading | Community Development Dept. | |
| MM 17-E | **Sacred Sites:** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-F | **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Corona Community and Development Department immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). The coroner shall contact the NAHC to determine the most likely descendant(s). The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The Disposition of the remains shall be overseen by the most likely descendant(s) to determine the most appropriate means of treating the human remains and any associated grave artifacts. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

| No | Mitigation Measures | Implementation Action | Method of Verification | Timing of Verification | Responsible Person | Verification Date |
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| MM 17-F Cont' | The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).<br><br>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052) determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |
| MM 17-G | **Paleontological Resources and Fossil Specimens:** In the event that fossils are inadvertently discovered during the course of grading for this Project, the following procedures shall be carried out:<br><br>a. The applicant shall immediately cease operation and retain a qualified and trained paleontologist. The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.<br><br>b. All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified will be provided to the museum repository along with the specimens. | Condition of approval | Submittal of documentation | During grading and/or construction | Community Development Dept. | |

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