MOTION PICTURE & TELEVISION FUND HOSPITAL EXPANSION PROJECT

AIR QUALITY AND NOISE IMPACT TECHNICAL REPORT

Prepared for

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1.0 SUMMARY OF FINDINGS

An air quality and noise impact analysis has been conducted by Terry A. Hayes Associates for the proposed Motion Picture and Television Fund (MP&TF) Hospital. Key findings are as follows:

- Daily operations emissions, from mobile and stationary sources, would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds.

- Worst-case one-hour carbon monoxide (CO) concentrations at sensitive receptor locations would range from 7.3 to 12.5 parts per million (ppm). These levels would not exceed the State one-hour standard of 20 ppm.

- Worst-case eight-hour CO concentrations at sensitive receptor locations would range from 5.1 to 8.2 ppm. These levels would not exceed the State eight-hour standard of 9 ppm.

- As detailed in **Sections 2.7** and **2.8**, the proposed project would meet Air Quality Management Plan (AQMP) consistency criteria and may be considered consistent with the AQMP.

- Short-term construction noise impacts would occur at sensitive receptor locations. This impact would be unavoidable and significant.

- Operational noise levels from mobile and stationary sources would not exceed City of Los Angeles significance levels.

- Cumulative project operational noise impacts are anticipated to occur at sensitive receptor locations. This impact would be unavoidable and significant.

2.0 AIR QUALITY

2.1 Regulatory Setting

Air quality in the United States is governed by the Federal Clean Air Act (CAA) and is administered by the United States Environmental Protection Agency (USEPA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA).

The CCAA, amended in 1992, requires all air districts in the State to endeavor to achieve and maintain State Ambient Air Quality Standards. The CCAA is administered statewide by the California Air Resources Board (CARB). The State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standard (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. California has established a statewide agency, CARB, to regulate mobile air pollution sources (such as motor vehicles). CARB also oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. The CCAA is administered by CARB at the state level and by the Air Quality Management Districts at the regional level.

Within the project area, the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) have responsibility for preparing the Air Quality Management Plan (AQMP), which address federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality and establishes thresholds for daily operation emissions. Environmental review of individual projects within the region must demonstrate that daily construction and operational emissions thresholds as established by the SCAQMD would not be exceeded, nor would the number or severity of existing air quality violations.

In August of 1996, the SCAQMD submitted its AQMP to the California Air Resources Board (CARB), for inclusion in the State Implementation Plan (SIP). The AQMP also meets CCAA requirements. The Plan addressed CCAA requirements which are intended to bring the District into compliance with state air quality standards. The Plan focused on ozone and carbon monoxide emissions, which would be reduced through public education, vehicle and fuels management, transportation controls, indirect source controls, and stationary source controls programs.

The 1997 Draft Air Quality Management Plan has been prepared to reflect the requirements of the 1990 Clean Air Act Amendments and is consistent with the approaches taken in the 1994 AQMP. The Plan is expected to replace, in part or in whole, many of the proposed measures set forth in the State Implementation Plan and anticipates the attainment of all by 2010.

The overall control strategy for the 1997 AQMP was designed to meet applicable state and federal requirements and to demonstrate attainment with ambient air quality standards. The 1997 AQMP is the first plan required by federal law to demonstrate attainment of the federal PM_{10} ambient air quality standards and therefore, places a greater focus on PM_{10}.

2.2 Pollutants and Effects

Air quality studies generally focus on five pollutants which are most commonly measured and regulated: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), respirable particulate matter (PM_{10}), and sulfur dioxide (SO_2).

Carbon Monoxide. CO, a colorless gas, interferes with the transfer of oxygen to the brain. CO is emitted almost exclusively from the incomplete combustion of fossil fuels. Along with carbon dioxide (CO_2), CO is emitted by motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. Automobile exhausts release most of the CO in urban areas. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability.

Ozone. O_3, a colorless toxic gas, enters the blood stream and interferes with the transfer of oxygen, depriving sensitive tissues in the heart and brain of oxygen. O_3 also damages vegetation by inhibiting their growth. Although O_3 is not directly emitted, it forms in the atmosphere through a chemical reaction between reactive organic compounds and nitrogen oxides (NO_x), which are emitted from industrial sources and from automobiles. Substantial O_3 formation generally requires a stable atmosphere with strong sunlight.

Nitrogen Dioxide. NO_2, a brownish gas, irritates the lungs. It can cause breathing difficulties at high concentrations. Like O_3, NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as nitrogen oxides (NO_x) and are major contributors to ozone formation. NO_2 also contributes to the formation of PM_{10}, small liquid and solid particles that are less than 10 microns in diameter (see discussion of PM_{10} below). At atmospheric concentration, NO_2 is only potentially irritating. In high concentrations, the result is a brownish-red cast to the atmosphere and reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm).

Suspended Particulate Matter. PM_{10} refers to particulate matter less than 10 microns in diameter, about one/seventh the thickness of a human hair. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when industry and gases emitted from motor vehicles undergo chemical reactions in the atmosphere. Major sources of PM_{10} include motor

vehicles; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands; and atmospheric chemical and photochemical reactions. Suspended particulates produce haze and reduce visibility. Additionally, PM_{10} poses a greater health risk than larger-sized particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections.

Sulfur Oxides. Sulfur oxides, primarily sulfur dioxide (SO_2) are a product of high-sulfur fuel combustion. The main sources of SO_2 are coal and oil used in power stations, industry and for domestic heating. Industrial chemical manufacturing is another source of SO_2. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

2.3 National and State Ambient Air Quality Standards

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide, nitrogen oxides, ozone, particulate matter smaller than 10 microns (PM_{10}), sulfur oxides and lead. The State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. Because the CAAQS are more stringent than the NAAQS, they are used as the comparative standard in the analysis contained in this report.

Both the State and Federal standards are summarized in **Table 1**. The "primary" standards have been established to protect the public health. The "secondary" standards are intended to protect the nation's welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation and other aspects of the general welfare.

TABLE 1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California Standard	Federal Standards	
			Primary	Secondary
Ozone (O_3)	1 hour	0.09 ppm (180 mg/m^3)	0.12 ppm (235 mg/m^3)[6]	Same as Primary Standard
	8 hour	--	0.08 ppm (157 mg/m^3)	
Respirable Particulate Matter (PM_{10})	Annual Geometric Mean	30 mg/m^3	--	Same as Primary Standard
	24 hour	50 mg/m^3	150 mg/m^3	
	Annual Arithmetic Mean	--	50 mg/m^3	--
Fine Particulate Matter (PM_{25})	24 hour	No Separate Standard	65 mg/m^3	Same as Primary Standard
	Annual Arithmetic Mean		15 mg/m^3	
Carbon Monoxide(CO)	8 hour	9.0 (10 mg/m3)	9.0 (10 mg/m3)	None
	1 hour	20 ppm (23 mg/m3)	35 ppm (40 mg/m3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	--	0.053 ppm (100 mg/m^3)	Same as Primary Standard
	1 hour	0.25 ppm (470 mg/m^3)	--	
Sulfur dioxide (SO_2)	Annual Arithmetic Mean	--	0.03 ppm (80 mg/m^3)	--
	24 hour	0.04 ppm (105 mg/m^3)	0.14 ppm (365 mg/m^3)	--
	3 hour	--	--	0.5 ppm (1300 mg/m^3)
	1 hour	0.25 ppm (655 mg/m^3)	--	--
Lead	30 day average	1.5 mg/m^3	--	--
	Calendar Quarter	--	1.5 mg/m^3	Same as Primary Standard
Visibility Reducing Particulates	8 hour (10 am to 6 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70 percent.	No Federal Standards	
Sulfates	24 hour	25 mg/m^3		

Hydrogen Sulfide	1 hour	0.03 ppm (42 mg/m^3)	
SOURCE: California Air Resources Board, Federal and State Air Quality Standards 1999 (1/25/99)			

2.4 Regional Setting and Climate

The proposed project is located within the South Coast Air Basin (SCAB), a 6,530 square-mile area that includes all of Orange County, the non-desert portions of Los Angeles County, and the western urbanized portions of Riverside and San Bernardino Counties. The SCAB is bounded by the Pacific Ocean to the west; by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and the east; and by the San Diego County line to the south (**Figure 1**). Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the SCAB. Within the SCAB, implementation of measures to attain the objectives of the California Clean Air Act is the responsibility of the SCAQMD.

The SCAB is an area of high air pollution potential due to its climate and topography. The SCAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. In addition, the mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region. The region experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases. Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and lower layer of the atmosphere, which creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward.

In addition, hydrocarbons and nitrogen dioxide react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the mountains.

During the fall and winter, air quality problems are created due to carbon monoxide and nitrogen dioxide emissions. High nitrogen dioxide (NO_2) levels usually occur during autumn or winter, on days with summer-like conditions. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SCAB are associated with heavy traffic.

LEGEND:

South Coast Air Basin

State ofCalifornia

SOURCE: CaliforniaAirResourcesBoard, California Air Quality Data, "Summary of 1990AirQuality Data" Volume XXII, Frontispiece-CaliforniaAirBasins.

Approx. Scale

N

0 40 80 120 Miles

FIGURE 1

SOUTH COAST AIR BASIN

2.5 Attainment Status

The California Air Resources Board will designate an area as non-attainment for a pollutant if air quality data show that a State standard for a pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard, and are not used as a basis for designating areas as non-attainment.

On the basis of regional monitoring data, the Los Angeles County portion of the SCAB has been designated as a non-attainment area for ozone, carbon monoxide, and total suspended particulates. The air basin is designated as an attainment area for nitrogen oxide and sulfur dioxide.[1]

2.6 Local Setting

The SCAQMD monitors air quality conditions at 37 locations throughout the SCAB. For the purposes of this report, data from the Reseda monitoring station, located at 18330 Gault Street, in Reseda, was used to characterize existing conditions in the vicinity of the proposed project location and to establish a baseline for estimating future conditions with and without the proposed project. The Reseda monitoring station does not monitor PM_{10} concentrations; therefore, data from the Burbank monitoring station, located at 228 West Palm Avenue, in the City of Burbank, was used to determine ambient PM_{10} conditions.

The Reseda and Burbank monitoring stations are located approximately seven mile northeast and eighteen miles east of the proposed project site, respectively. A summary of the data recorded at these stations are located in Appendix A.

The criteria pollutants monitored at the Reseda station are ozone (O_3), carbon monoxide (CO), and nitrogen oxides (NO_X). For the purposes of this report, only the PM_{10} data collected at the Burbank station will be utilized. **Table 2** shows the number of violations recorded at the Reseda and Burbank monitoring stations during the 1996-98 period.

[1] California Air Resources Board: Proposed Amendments to the Designation Criteria and Amendments to the Area Designations for State Ambient Air Quality Standards and Proposed Maps of the Area Designations for the State and National Ambient Air Quality Standards, August 1998.

TABLE 2: 1996-98 CRITERIA POLLUTANT VIOLATIONS				
		Number of Days Above State Standard		
Pollutant	**State Standard**	**1996**	**1997**	**1998**
Ozone	0.09 ppm (hourly)	50	12	23
Carbon Monoxide	9.0 ppm (8-hour average)	0	1	1
Nitrogen Dioxide	0.25 ppm (hourly)	0	0	0
PM_{10}	50 ug/m^3 (24-hour average)	15	17	9
SOURCE: California Air Resources Board, see Appendix A.				

Background Carbon Monoxide (CO) Concentrations. Carbon monoxide concentrations are typically used as the sole indicator of conformity with the CAAS because (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and (2) localized CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. In other words, the operational air quality impacts associated with a project are generally best reflected through the estimated changes in related CO concentrations.

For purposes of the impact analysis contained in this assessment, the ambient, or background concentration of CO was first established. This background level is typically defined as the average of second-highest eight-hour readings over the past three years.[2] A review of data from the Reseda monitoring station for the 1996 through 1998 period indicates that the average eight-hour background concentration was 10.4 ppm.[3] Assuming a typical persistence factor of 0.7, the estimated one-hour background concentration would be 7.3 ppm.

Carbon Monoxide Concentrations at Sensitive Receptor Locations. There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic is the primary source of CO. Carbon monoxide is a localized gas which dissipates very quickly under normal meteorological conditions; therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found along sidewalk locations directly adjacent to congested roadway intersections.

To provide a worst case simulation of CO concentrations within the area that may be affected by the proposed project, CO concentrations at sidewalks adjacent to eight area intersections were modeled. The study intersections were selected based on proximity to sensitive land uses, traffic volume, and level of service (LOS).

[2] Caltrans: Air Quality Technical Analysis Notes, June 1988.

[3] Appendix A

At each intersection, traffic related CO contributions were added to the background conditions discussed above. Traffic CO contributions were estimated using the CAL3QHC dispersion model, which utilizes traffic volume inputs. Existing conditions at the study intersections are shown in **Table 3**. Presently, four of the eight study intersections exceed the State one-hour CO concentration standard of 20 ppm; and, each of the eight study intersections exceed the State eight-hour CO concentration standard of 9 ppm.

TABLE 3: EXISTING CARBON MONOXIDE (CO) CONCENTRATIONS [1]

Intersection	1-hour	8-hour
101 on/off ramp @ Calabasas Road	18.5	13.0
Valmar Road @ Mulholland Drive	19.4	13.6
Valley Circle Boulevard @ Long Valley	23.7	16.6
Valley Circle Boulevard @ Burbank Boulevard	23.5	16.5
Valmar Road @ Brenford Street	19.1	13.4
Mulholland Drive @ Calabasas Road	24.1	16.9
El Canon Avenue @ Calabasas Road	15.0	10.5
Valley Circle Boulevard @ Ventura Boulevard	28.3	19.8
State Standard	**20.0**	**9.0**
Ambient Concentration [2]	10.4	7.3

[1] CO concentrations are in parts per million (ppm).

[2] All concentrations include ambient concentration.

SOURCE: Terry A. Hayes Associates, CAL3QHC output, see Appendix B.

2.7 Environmental Impacts

Methodology and Significance Criteria

This air quality analysis is consistent with methods described in the SCAQMD California Environmental Quality Act (CEQA) Handbook (1993 edition).

The following calculation methods and estimation models were utilized in ascertaining air quality impacts: SCAQMD construction emissions calculation formulas, the CARB URBEMIS 7G emissions model, the Caltrans EMFAC emissions factor model, the US Environmental Protection Agency's (USEPA) CAL3QHC dispersion model, and the USEPA SCREEN3 dispersion model software.

A project would have a significant impact if its daily construction and/or operation emissions were to exceed significance thresholds for carbon monoxide (CO), reactive organic gas (ROG), nitrogen oxides (NO_X), sulfur oxides (SO_X) or particulates (PM_{10}) as established by the SCAQMD.

Significance thresholds appear in **Table 4**. Additionally, a project would have a significant impact if it were to cause a criteria pollutant concentration to exceed California Ambient Air Quality Standards at sensitive receptor locations.

TABLE 4: SCAQMD DAILY EMISSIONS THRESHOLDS [1]

Criteria Pollutant	Construction	Operations
Carbon Monoxide (CO)	550	550
Reactive Organic Gas (ROG)	75	55
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Particulates (PM_{10})	150	150

[1] In pounds per day

SOURCE: South Coast Air Quality Management District

The proposed project does not contain any lead, hydrogen sulfide, or sulfates emissions sources; therefore, emissions and concentrations related to these pollutants will not be analyzed in this report.

Construction Phase Daily Emissions

The proposed project would generate pollutant emissions from the following construction activities: (1) demolition, (2) grading, (3) construction worker travel to and from project sites, (4) delivery and hauling of construction supplies and debris to and from project sites, and (5) fuel combustion by on-site construction equipment. Construction will occur in two phases. **Tables 5** and **6** show the estimated daily emissions associated with each construction phase. Daily emissions were derived using the applicable emission factors and formulas found in the SCAQMD CEQA Handbook, Appendix to Chapter 9.

TABLE 5: DAILY CONSTRUCTION EMISSIONS - PHASE I [1]

Construction Phase	Duration [2]	CO	ROG	NOx	SOx	PM_{10}
SCAQMD Threshold		**550**	**75**	**100**	**150**	**150**
Demolition	30	26	5	36	3	65
Grading/Excavation	30	23	4	39	3	103
Foundation	30	20	3	22	2	14
Maximum		**26**	**5**	**39**	**3**	**103**
Exceed Threshold?		**No**	**No**	**No**	**No**	**No**

[1] Daily emissions are expressed in pounds per day.

[2] Phase duration expressed in days.

SOURCE: Terry A. Hayes Associates, see Appendix C

TABLE 6: DAILY CONSTRUCTION EMISSIONS - PHASE II [1]						
Construction Phase	**Duration** [2]	**CO**	**ROG**	**NOx**	**SOx**	**PM_{10}**
SCAQMD Threshold		**550**	**75**	**100**	**150**	**150**
Demolition	30	19	4	40	3	55
Grading/Excavation	30	32	6	64	5	106
Foundation	30	27	5	45	3	26
Maximum		**32**	**6**	**64**	**5**	**106**
Exceed Threshold?		**No**	**No**	**No**	**No**	**No**

[1] Daily emissions are expressed in pounds per day.

[2] Phase duration expressed in days.

SOURCE: Terry A. Hayes Associates, see Appendix C.

Although construction-phase daily emissions are not anticipated to exceed SCAQMD significance thresholds, the following mitigation measures would reduce any potential impacts to less-than-significant levels.

Mitigation Measures

1. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.
2. Site-wetting shall occur often enough to maintain a twelve percent surface soil moisture content throughout any site grading or excavation activity.
3. All haul trucks shall either be covered or maintained with two feet of free board.
4. All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards.
5. All unpaved parking or staging areas shall be watered at least four times daily.
6. Any site access points shall be swept or washed within thirty minutes of visible dirt deposition on any public roadway.
7. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.
8. Operations on any unpaved surfaces shall be suspended when winds exceed twenty-five miles per hour.
9. Idling of trucks shall not exceed ten minutes.
10. Car-pooling for construction workers shall be encouraged.

Impacts After Mitigation: With proper implementation of prescribed mitigation measures, construction phase daily PM_{10} emissions are anticipated to be reduced by twenty-three percent and eighty percent during the demolition and grading phases, respectively. Post-mitigation emissions appear in **Tables 7** and **8**.

TABLE 7: DAILY CONSTRUCTION EMISSIONS (WITH MITIGATION) - PHASE I [1]

Construction Phase	Duration [2]	CO	ROG	NOx	SOx	PM_{10}
SCAQMD Threshold		**550**	**75**	**100**	**150**	**150**
Demolition	30	26	5	36	3	51
Grading/Excavation	30	23	4	39	3	19
Foundation	30	20	3	22	2	14
Maximum		**26**	**5**	**39**	**3**	**51**
Exceed Threshold?		**No**	**No**	**No**	**No**	**No**

[1] Daily emissions are expressed in pounds per day.

[2] Phase duration expressed in days.

SOURCE: Terry A. Hayes Associates, see Appendix C

TABLE 8: DAILY CONSTRUCTION EMISSIONS (WITH MITIGATION) - PHASE II [1]

Construction Phase	Duration [2]	CO	ROG	NOx	SOx	PM_{10}
SCAQMD Threshold		**550**	**75**	**100**	**150**	**150**
Demolition	30	19	4	40	3	42
Grading/Excavation	30	32	6	64	5	21
Foundation	30	27	5	45	3	26
Maximum		**32**	**6**	**64**	**5**	**42**
Exceed Threshold?		**No**	**No**	**No**	**No**	**No**

[1] Daily emissions are expressed in pounds per day.

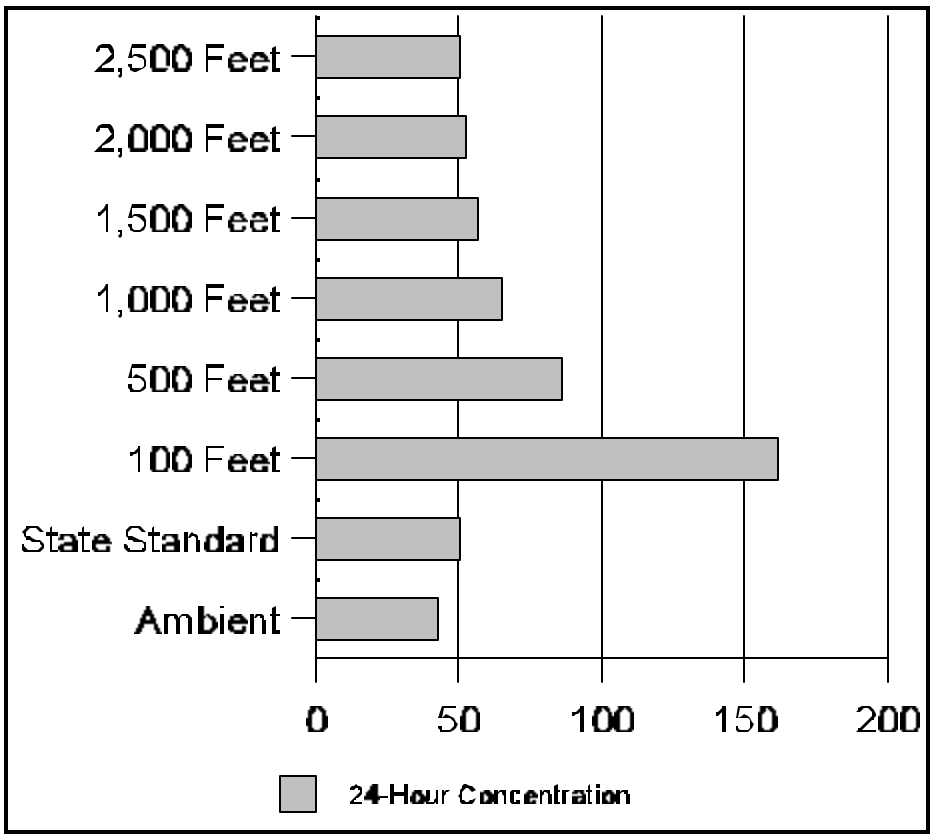
[2] Phase duration expressed in days.

SOURCE: Terry A. Hayes Associates, see Appendix C

PM_{10} Concentrations

Anticipated worst-case PM_{10} emissions would occur during the grading/excavation period of the second construction phase. As previously stated in **Table 6**, total daily PM_{10} emissions are anticipated to be 106 ppd, of which 104 ppd would area emissions (occurring on the project site), and 2 ppd would be mobile emissions (see Appendix C). Using the USEPA SCREEN3 dispersion model, PM_{10} concentrations were modeled within the proposed project's area of potential effect and

added to the background concentration of 41.9 micrograms per cubic meter (µg/m^3).[4] As shown in **Figure 2**, the 24-hour concentration could potentially exceed the State standard of 50 micrograms/cubic meter (µg/m^3) within a 2,500-foot radius of the project area. Further, concentrations within a 500-foot radius would exceed 85 µg/m^3.



[4] Appendix A

FIGURE 2

WORST-CASE 24-HOUR PM_{10} CONCENTRATIONS

Mitigation Measures:

1. Site-wetting shall occur often enough to maintain a twelve percent surface soil moisture content throughout any site grading or excavation activity.

2. The construction contractor shall coordinate all site grading and excavation activity with the MP&TF hospital administration. The hospital administration shall perform the following:
   a. Insure that all air conditioner/air filtration filters are in optimal condition,
   b. Insure that doors and windows remain shut during any grading or excavation activity, and
   c. Inform patients and staff of grading or excavation activity and encourage everyone to remain indoors with doors and windows shut.

3. The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily. ($\mu g/m^3$)
4. All unpaved parking or staging areas shall be watered at least four times daily.

5. Any site access points shall be swept or washed within thirty minutes of visible dirt deposition on any public roadway.

6. On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.

7. Operations on any unpaved surfaces shall be suspended when winds exceed twenty-five miles per hour.

Impacts After Mitigation: With proper implementation of prescribed mitigation measures, onsite daily PM_{10} emissions would be reduced by eighty percent to 19 ppd during the grading period of the second construction phase (see Appendix C). Anticipated PM_{10} concentrations with mitigation are shown in **Figure 3**.

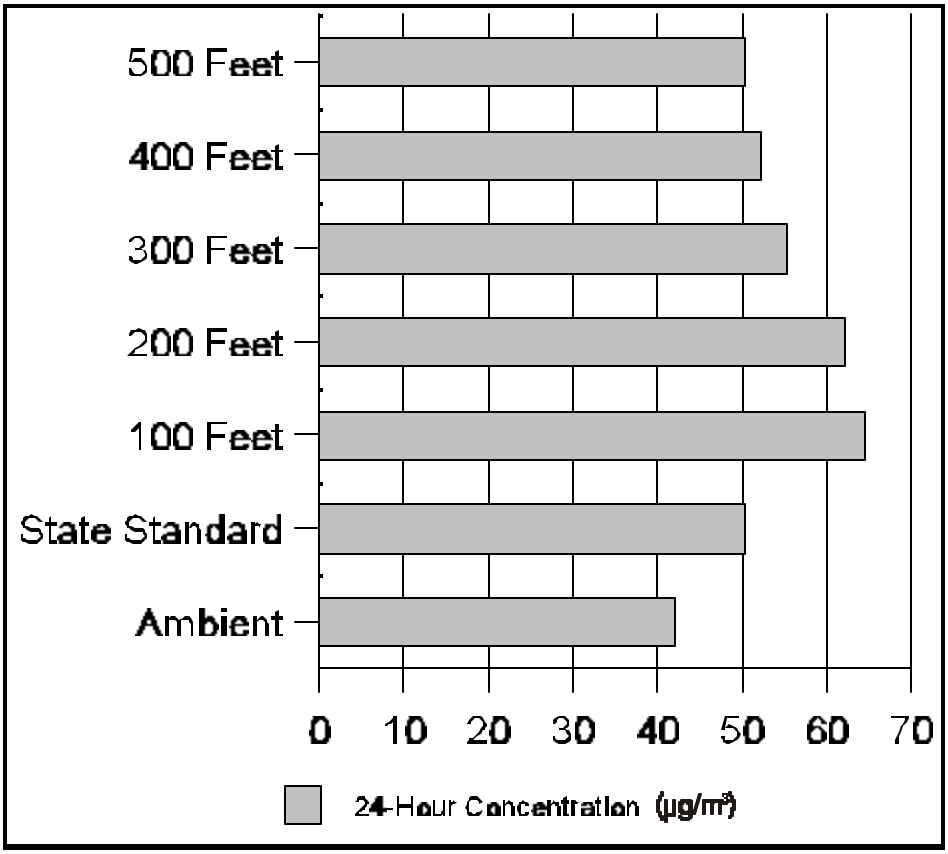


FIGURE 3

WORST-CASE PM_{10} CONCENTRATIONS WITH MITIGATION

As illustrated in **Figure 3**, post-mitigation 24-hour PM_{10} concentrations are anticipated to exceed the State standard of 50 µg/m^3 within an approximately 500-foot radius of the project location during the grading period of Phase II. This period is anticipated to have a duration of approximately thirty days.

The MP&TF Hospital is the only sensitive receptor located within the 500-foot radius where the 24-hour PM_{10} concentration could potentially exceed the State standard, as there are no other hospitals, convalescent homes, or schools located within the area of potential effect. Proper implementation of prescribed mitigation measures will reduce impacts at the MP&TF Hospital to less-than-significant levels.

Operations Phase Daily Emissions

Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The traffic report prepared by the project traffic consultant indicates that the MP&TF Hospital expansion would generate an additional 3,718 daily trips.

Operational emissions were estimated using the California Air Resources Board's URBEMIS 7G operational emissions model, which considers the type of land use, vehicle mix, and average trip lengths. The results, revealed in **Table 9**, indicate that operational emissions are not anticipated to exceed any SCAQMD significance threshold for criteria pollutants. This would result in an impact that is less than significant.

TABLE 9: DAILY OPERATIONS EMISSIONS [1]

	Pollutant			
Project	**CO**	**ROG**	**NO_x**	**PM_{10}**
MP&TF Hospital Expansion	42	8	4	-
SCAQMD Threshold	**550**	**55**	**55**	**150**
Exceed Threshold?	**No**	**No**	**No**	**No**

[1] Daily emissions are expressed in pounds per day.

SOURCE: Terry A. Hayes Associates, URBEMIS 7G Output, see Appendix D.

Mitigation Measures: None required.

Cumulative Project Impact Analysis

The project traffic consultant in coordination with the LA County Department of Transportation has compiled a list of related projects and their respective estimated daily trip volumes. Criteria pollutant emissions from all related projects, as well as the proposed MP&TF Hospital expansion were model using the California Air Resources Board's URBEMIS7G Emissions model to estimate cumulative operational emissions.

TABLE 10: CUMULATIVE PROJECT OPERATIONAL IMPACT ANALYSIS

Project	Operational Emissions [1]			
	ROG	NO_x	CO	PM_{10}
(1) Retirement Community	7	15	53	7
(2) Single Family	1	3	10	1
(3) General Office	16	44	141	21
(4) Single Family	4	9	31	4
(5) General Office	15	41	132	20
(6) Government Office	4	11	35	6
(7) Commercial	-	-	1	-
(8) School K - 12	3	9	27	4
(9) Single Family	33	80	283	40
(10) Hotel	7	18	54	9
(11) Auto Dealership	9	26	78	13
(12) Ahmanson Ranch	168	432	1,426	212
(13) MP & TF Hospital	8	4	42	-
CUMULATIVE SCAQMD THRESHOLDS [2]	715	715	7,150	1,950
TOTALS	274	691	2,313	337
PERCENT OF THRESHOLD	38%	97%	32%	17%
MP&TF HOSPITAL PERCENT OF TOTAL	2.8%	0.6%	1.8%	0.0%

[1] Daily emissions are expressed in pounds per day.

[2] The individual project threshold multiplied by number of individual projects.

SOURCE: Terry A. Hayes Associates, URBEMIS7G model output

As indicated in **Table 10**, only two of the thirteen cumulative projects, numbers nine and twelve, are anticipated to exceed one or more of the SCAQMD significance thresholds for individual projects. Emissions generated by the proposed project would add a negligible contribution to cumulative emissions that would exist in the absence of the proposed project, resulting in a cumulative project emissions impact that is less than significant.

Mitigation Measures: None required.

Carbon Monoxide (CO) Hot Spots

Carbon monoxide concentrations were calculated using the US Environmental Protection Agency's CAL3QHC micro scale dispersion model. As indicated in **Table 11**, the "Project" CO concentrations would range from 7.3 ppm to 12.5 ppm for one-hour concentrations; and from 5.1 ppm to 8.8 ppm for eight-hour concentrations. There would be no violation of the 20 ppm one-hour standard, nor the eight-hour standard of 9.0 ppm at worst-case sidewalk receptor locations, which results in an impact that is less than significant.

TABLE 11: 2015 CARBON MONOXIDE (CO) CONCENTRATIONS [1]

	1-Hour Concentrations		8-Hour Concentrations	
Intersection	**No Project**	**Project**	**No Project**	**Project**
101 on/off ramp @ Calabasas Road	7.9	7.9	5.5	5.5
Valmar Road @ Mulholland Drive	7.7	7.7	5.4	5.4
Valley Circle Blvd @ Long Valley	12.2	12.5	8.5	8.8
Valley Circle Blvd @ Burbank Blvd	9.3	9.3	6.5	6.5
Valmar Road @ Brenford Street	7.5	7.6	5.3	5.3
Mulholland Dr @ Calabasas Rd	9.8	9.9	6.9	6.9
El Canon Avenue @ Calabasas Rd	6.2	7.3	4.3	5.1
Valley Circle Blvd @ Ventura Blvd	11.6	11.7	8.1	8.2
State Standard	20.0		9.0	
Ambient Concentration [2]	4.4		3.1	

[1] CO concentrations are expressed in parts per million (ppm).

[2] All concentrations include the ambient concentration.

SOURCE: Terry A. Hayes Associates, CAL3QHC output, see Appendix B.

Mitigation Measures: None required.

Unavoidable Significant Impacts

With proper implementation of prescribed mitigation measures, implementation of the proposed project would not result in any unavoidable significant air quality impacts.

2.8 Consistency with the Air Quality Management Plan

Criteria for determining consistency with the Air Quality Management Plan (AQMP) is defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District's CEQA Air Quality Handbook.

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

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for projects include forecasts of project emissions in a regional context during construction, and in a regional as well as local context, during project occupancy. These forecasts are provided in **Section 2-7** and indicate that, with application of prescribed mitigation measures, daily construction and operations emissions are not anticipated to exceed SCAQMD significance thresholds. Above all, the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions.

The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As detailed in **Section 2.7-6**, CO concentrations were modeled using the USEPA CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State CO concentration standard; therefore, the proposed project can be considered to comply with Consistency Criterion 1.

Regarding the project's consistency with AQMP growth assumptions, these assumptions are generated by the Southern California Association of Governments (SCAG). SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, it can be assumed to be consistent with growth assumptions in the AQMP.

The City of Los Angeles General Plan would permit a population of approximately 1,700 people within the proposed project site boundary. Upon project buildout, site population would be approximately 673 persons. Thus, the proposed project would be consistent with the housing growth projections in the General Plan.

SCAG locates the project site within the west San Fernando Valley subregion. SCAG's Regional Growth Management Chapter (GMC) of the Regional Comprehensive Plan projects that employment within the Canoga Park-Winnetka-Woodland Hills-West Hills Plan area will gain approximately 20,708 jobs between 2000 and 2015. The Proposed Project is projected to result in a net increase of approximately 896 jobs on the project site, or approximately four percent of the total job growth projected for the subregion. Such levels of employment growth would not be sufficiently large to call

into question the employment forecasts for the subregion adopted by SCAG. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the project would be consistent with the projections in the AQMP. Thus, the proposed project can be considered to comply with Consistency Criterion 2.

3.0 NOISE

3.1 Noise Definition and Impacts

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment range from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

The basic unit of measurement for sound is the decibel (dB). To better account for human sensitivity to sound, decibels are measured on the "A-weighted scale," abbreviated dBA. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. The smallest perceptible sound level change is about 3 dBA, while a 10 dBA increase is perceived by most people as a doubling of the sound level.

3.2 Existing Noise Setting

The proposed project site is located in a suburban environment. The existing noise environment is characterized by the mix of land uses within it, which includes residences, commercial developments, and the Ventura Freeway. The primary source of noise in the project vicinity is vehicular traffic on the Ventura Freeway and Mulholland Drive.

Sound measurements were taken during the late afternoon (3:00 p.m. to 5:00 p.m.) on August 24, 1999 at various locations surrounding the project site. These readings were used to establish existing ambient conditions and provide a baseline from which to evaluate construction and operational noise impacts. Since daytime noise levels are typically lower than early morning or late afternoon levels, when traffic volumes are approaching their peaks, construction and operational noise sources result in the greatest impact during these off-peak hours.

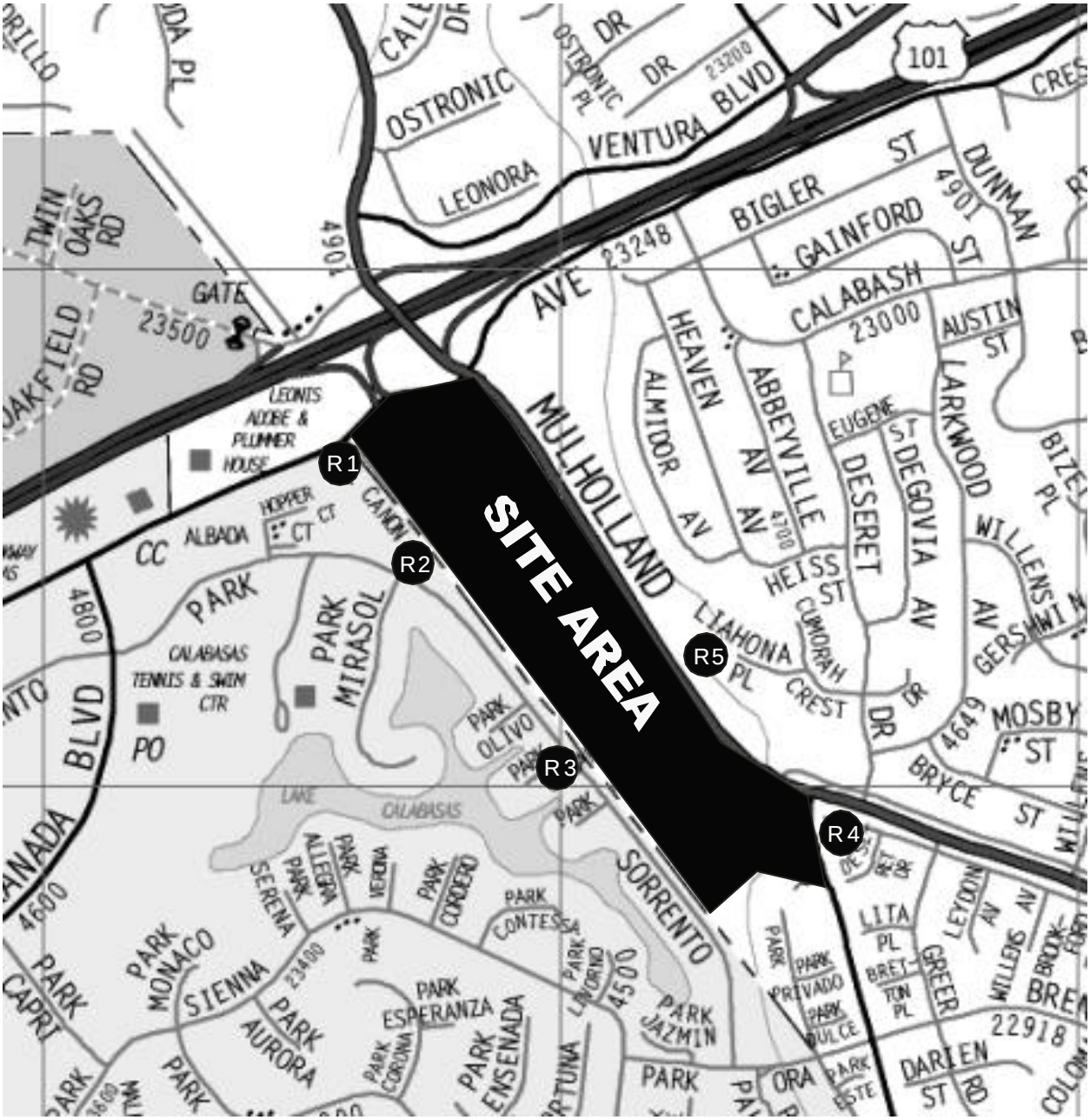
The locations of the noise monitoring positions are shown in **Figure 4**. These locations consist of representative noise sensitive land uses which included nearby residences and sensitive commercial development. The existing noise levels as recorded are listed in **Table 12**. As shown, the noise levels ranged between 54.9 and 66.8 dBA (Leq)[5].

TABLE 12: EXISTING NOISE LEVELS (dBA Leq)

Sensitive Receptor	Measurement
R1 - Northeast corner of Calabasas Road and El Canon (Farmers Market)	66.8
R2 - SFR located at the end of El Canon, West of the project area	62.9
R3 - The Park Sorrento Condominium Complex	54.9
R4 - SFRs located Southeast of Mulholland Drive and Valmar Road	60.7
R5 - The multi-family dwellings located East of Mulholland Drive	65.2

[1] Presented in 1-hour Leq.
SOURCE: Terry A. Hayes Associates

[5] Leq is a sound energy average of the fluctuating noise levels recorded in a given time period, generally one hour.



LEGEND:

R1=NortheastcornerofElCanon&CalabasasRd(FarmersMarket)
R2=SFRlocatedattheendofElCanon,Westofprojectarea
R3=ParkSorrentoCondominiumComplex
R4=SFRslocatedSoutheastofMulhollandDr&ValmarRd
R5=Multi-familyresidenceslocatedEastofMulhollandDrive

SOURCE: Terry A. Hayes Associates

NOTTO SCALE

FIGURE4

SENSITIVERECEPTOR LOCATIONS

3.3 Environmental Impacts

Methodology and Significance Criteria

The criteria for the determination of a significant noise impact is stated in the City of Los Angeles CEQA Thresholds Guide. With regard to construction noise, a significant impact would normally occur if construction activities were to add five dBA or more to the current ambient exterior noise level at a sensitive receptor location. A project would normally have a significant impact during the operational phase if the project causes the ambient noise level measured at the property line of affected uses to increase by three dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any five dBA or greater noise level increase (see **Table 13**).

TABLE 13: COMMUNITY NOISE EXPOSURE COMPATIBILITY CHART

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	above 70
Multi-Family Homes	50-65	60-70	70-75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	above 80
Transient Lodging: Motels, Hotels	50-65	60-70	70-80	above 80
Auditorium, Concert Halls, Amphitheaters	-	50-70	-	above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	above 75	-
Industrial, Agriculture, Manufacturing, Utilities,	50-75	70-80	above 75	-

SOURCE: Office of Noise Control, California Department of Health Services (DHS).

Construction Impacts

Construction activities require the use of numerous noise generating types of equipment such as jack hammers, pneumatic impact equipment, saws, and tractors. **Table 14** shows the typical noise level associated with each construction phase.

TABLE 14: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA Leq)	
	At 50 Feet	At 50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: EPA, Noise fron Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

As distance from the construction activity increases, the noise level decreases. Over hard surfaces, the noise generated by a stationary noise source, or "point source," will decrease by approximately six decibels for each doubling of the distance. Therefore, if the maximum anticipated noise level produced by construction activity on the project site is 89 dBA at a reference distance of 50 feet, then at a distance of 100 feet from the source the noise level would be 83 dBA.

To ascertain worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. The noise source was assumed to be active for forty percent of the eight hour work day, generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

The noise level, during the construction period, for each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding

the adjusted construction noise source level to the ambient noise level.[6] Results appear in **Table 15**.

TABLE 15: CONSTRUCTION NOISE (dBA Leq)

Receptor	Distance in Feet [1]	Sound Level [2]	Existing Ambient [3]	New Ambient [4]	Increase	Impact?
R1	75	85.5	66.8	77.9	11.1	Yes
R2	75	85.5	62.9	77.9	15.0	Yes
R3	75	85.5	54.9	77.9	23.0	Yes
R4	100	83.0	60.7	75.4	14.7	Yes
R5	150	79.5	65.2	72.1	6.9	Yes

[1] Distance of noise source from receptor.
[2] Construction noise source's sound level at receptor location, with distance adjustment.
[3] Pre-construction activity ambient sound level at receptor location.
[4] New sound level at receptor location during the construction period, including noise from construction activity.
SOURCE: Terry A. Hayes Associates, See Appendix E

As shown in **Table 15**, construction activities are anticipated to add more than five dBA to ambient conditions at each sensitive receptor location and would, therefore, result in a significant impact.

Mitigation Measures:

1. Use noise control devices, such as equipment mufflers, enclosures, and barriers.

2. Stage construction operations as far from noise sensitive uses as possible.

3. Avoid residential areas when planning haul truck routes.

4. Maintain all sound-reducing devices and restrictions throughout the construction period.

5. When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).

6. When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.

[6] U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

7. Adjacent residents shall be given regular notification of major construction activities and their duration.

8. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

Impacts After Mitigation:

Topographical and meteorological conditions affect sound wave propagation and the effectiveness of the above mentioned mitigation measures. As previously indicated in **Table 14**, machinery equipped with mufflers have reduced noise levels. The sound level reduction can range from 1 to 3 dBA. With muffler utilization, the grading/excavation and finishing phases would have the greatest noise impacts, producing noise levels up to 86 dBA at a reference distance of fifty feet. **Table 16** shows the anticipated worst-case impacts with muffler utilization.

TABLE 16: CONSTRUCTION NOISE WITH MITIGATION (dBA Leq)

Receptor	Distance in Feet [1]	Sound Level [2]	Existing Ambient [3]	New Ambient [4]	Increase	Impact?
R1	75	82.5	66.8	75.0	8.2	Yes
R2	75	82.5	62.9	74.9	12.0	Yes
R3	75	82.5	54.9	74.9	20.0	Yes
R4	100	80.0	60.7	72.4	11.7	Yes
R5	150	76.5	65.2	69.5	4.3	No

[1] Distance of noise source from receptor.
[2] Construction noise source's sound level at receptor location, with distance adjustment.
[3] Pre-construction activity ambient sound level at receptor location.
[4] New sound level at receptor location during the construction period, including noise from construction activity.
SOURCE: Terry A. Hayes Associates, See Appendix E

With application of prescribed mitigation measures, construction noise impacts at Receptor R-5 (multi-family dwellings located east of Mulholland Drive) are anticipated to be reduced to less-than-significant levels. However, significant impacts would remain at sensitive receptors R1-R4.

Operational Impacts

Operational impacts occur from stationary sources, such as unenclosed generators, HVAC systems, and additional vehicular traffic. For the proposed project, the predominate noise source is anticipated to be vehicular traffic. Over a 24-hour period, the proposed project is forecasted to

generate an additional 2,708 daily vehicle trip ends during a typical weekday.[7] Thus, the greatest impacts are anticipated to occur at sensitive receptor locations near roadways affected by the proposed project. As previously illustrated in **Figure 4**, sensitive receptors R2 and R3 are not located adjacent any roadways affected by the proposed project and therefore not anticipated to experience any noise impacts related to traffic increases.

The project traffic report provides the proposed project's estimated average daily trips (ADT), as well as traffic counts at key intersections for the a.m. and p.m. peak hour. The "existing conditions" counts represent actual traffic counts, while "future without project" and "future with project" counts are estimates. Since vehicular traffic is the predominate noise source within the project area, traffic volumes can be used to estimate the community noise equivalent level (CNEL) at sensitive receptor locations with and without the proposed project.

TABLE 17: OPERATIONS NOISE IMPACTS

Receptor	CNEL (dBA)		Difference
	Without Project	With Project	
R1	69.1	69.4	0.3
R4	71.9	72.0	0.1
R5	71.2	71.3	0.1

Assumptions:
Vehicular traffic is the predominate noise source.
The p.m. peak hour traffic represents 10% of ADT.
The 24 hour distribution is 75% , 17.5%, and 7.5% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively.
The vehicle distribution is 91%, 6.5%, and 2.5% for auto, medium truck, and heavy truck, respectively.
SOURCE: Terry A. Hayes Associates, see Appendix E

As shown in **Table 17**, the proposed project would have a negligible operational noise impact at sensitive receptor locations, resulting in a less-than-significant impact.

Mitigation Measures: None required.

Cumulative Impacts

The nearest related project to the proposed project would be a 148-unit retirement community, to be located on the southern end of the MP&TF Hospital site. If developed concurrently, the two projects could potentially increase short-term noise levels within the project vicinity.

Since vehicular traffic is the predominate noise source within the project area, traffic counts can be used to estimate the community noise equivalent level (CNEL) at sensitive receptor locations for

[7] Project Traffic Report

existing and future traffic conditions. The project traffic report provides existing traffic volumes and forecasted future traffic volumes at key intersections. Since future traffic forecast include traffic from related projects, the cumulative project impact can be evaluated by modeling and comparing noise levels associated with existing and future traffic.

TABLE 18: CUMULATIVE NOISE IMPACTS

Receptor	CNEL (dBA)		Difference
	Existing	Future With Project	
R1	67.7	69.4	1.7
R4	68.4	72.0	3.6
R5	67.3	71.3	4.0

Assumptions:

Vehicular traffic is the predominate noise source.

The p.m. peak hour traffic represents 10% of ADT.

The 24 hour distribution is 75% , 17.5%, and 7.5% for 7 am - 7 pm, 7 - 10 pm, and 10 pm - 7 am, respectively.

The vehicle distribution is 91%, 6.5%, and 2.5% for auto, medium truck, and heavy truck, respectively.

SOURCE: Terry A. Hayes Associates, see Appendix E

The criteria for determining a project operations noise impact is a three dBA sound level increase at a sensitive receptor location. As shown in **Table 18**, a cumulative project noise impact is anticipated to occur at receptors R4 (the single-family residences located southeast Mulholland Drive and Valmar Road) and R5 (the multi-family residences located east of Mulholland Drive). This impact would be significant and unavoidable.

Unavoidable Significant Impacts

Construction Impacts: Short-term construction noise impacts would occur at sensitive receptor locations. This impact would be unavoidable and significant.

Operational Impacts: None.

Cumulative Project Impacts: Operational cumulative project noise impacts related to increased traffic volumes would occur at sensitive receptor locations. This impact would be unavoidable and significant.

Appendix A

CARB/SCAQMD Monitoring Station Data

View this page for another pollutant:

Hourly O_3
8-Hour O_3
PM 10
Fine PM
CO
NO_2
SO_2
H_2S

Start Over:
Data Statistics Home

Highest 4 Daily Maximum Hourly Ozone Measurements

and Number of Days Above the Hourly Standards

at Reseda

parts per million

	1996		1997		1998	
High	Aug 29	0.205	Aug 5	0.121	Jul 17	0.161
2nd High	Aug 12	0.158	May 14	0.106	Jul 16	0.159
3rd High	Aug 8	0.153	Aug 3	0.106	Aug 7	0.147
4th High	Aug 13	0.146	Jul 3	0.105	Aug 30	0.139
*Days > State Standard		50		12		23
*Days > National Standard		11		0		7
**Year Coverage		99		99		100

Go Backward a Year | Go Forward a Year
Make a New Request

* The number of days at least one measurement was greater than the level of the state hourly standard (0.09 parts per million) or the national hourly standard (0.12 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

View this page for another pollutant:
Hourly O_3
8-Hour O_3
PM 10
Fine PM
CO
NO_2
SO_2
H_2S

Start Over:
Data Statistics Home

Highest 4 Daily Maximum 8-Hour Ozone Averages

and Number of Days Above the 8-Hour Standard

at Reseda

parts per million

	1996		1997		1998	
High	Aug 13	0.124	Jul 4	0.094	Jul 16	0.118
2nd High	Aug 29	0.119	May 14	0.092	Jul 17	0.110
3rd High	Aug 12	0.117	Jul 3	0.084	Jul 18	0.110
4th High	Jul 4	0.110	Jul 5	0.084	Aug 29	0.098
*Days > Nat'l Standard	28		2		12	
**Year Coverage	99		99		100	

Go Backward a Year | Go Forward a Year

Make a New Request

---

* The number of days at least one overlapping 8-hour average was greater than the level of the national 8-hour standard (0.08 parts per million). The number of days above the standard is not the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

View this page for another pollutant:

Hourly O_3
8-Hour O_3
PM 10
Fine PM
CO
NO_2
SO_2
H_2S

Start Over:

Data Statistics Home

Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages

and Number of Days Above the 8-Hour Standards

at Reseda

parts per million

	1996		1997		1998	
High	Dec 16	8.71	Nov 25	9.54	Dec 30	9.30
2nd High	Dec 20	6.74	Dec 13	7.69	Dec 28	7.48
3rd High	Nov 12	6.65	Dec 3	6.79	Dec 13	7.10
4th High	Dec 19	6.61	Nov 29	6.27	Dec 26	6.74
*Days > State Standard		0		1		1
*Days > Nat'l Standard		0		1		0
**Year Coverage		91		99		98

Go Backward a Year | Go Forward a Year

Make a New Request

---

* The number of days at least one non-overlapping 8-hour average was greater than the level of the state 8-hour standard (9.0 parts per million) or the national 8-hour standard (9 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

View this page for another pollutant:

Hourly O_3
8-Hour O_3
PM 10
Fine PM
CO
NO_2
SO_2
H_2S

Start Over:

Data Statistics Home

Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

and Number of Days Above the Hourly Standard

at Reseda

parts per million

	1996		1997		1998	
High	Nov 13	0.163	Oct 9	0.130	Dec 30	0.138
2nd High	Jan 9	0.150	Oct 31	0.125	Dec 31	0.111
3rd High	Oct 4	0.134	Aug 6	0.102	Nov 16	0.108
4th High	Oct 8	0.131	Jan 22	0.100	Nov 15	0.099
*Days > State Standard		0		0		0
Annual Average		0.031		0.026		0.026
**Year Coverage		94		98		97

Go Backward a Year | Go Forward a Year

Make a New Request

---

* The number of days at least one measurement was greater than the level of the state hourly standard (0.25 parts per million). The number of days above the standard is not necessarily the number of violations of the standard for the year.

** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

View this page for another pollutant:

Start Over:

Highest 4 Daily PM10 Measurements

and Annual PM10 Statistics

at Burbank-W Palm Avenue

micrograms per cubic meter

	1996		1997		1998	
High	Jan 10	110.0	Oct 1	92.0	Jan 17	75.0
2nd High	Oct 6	88.0	Nov 6	87.0	Nov 25	65.0
3rd High	Oct 18	86.0	Jan 10	87.0	Jul 28	56.0
4th High	Sep 30	75.0	May 16	73.0	Jul 16	56.0
Measured:						
*Days > State Standard		15		17		9
*Days > Nat'l Standard		0		0		0
Calculated:						
*Days > State Standard		87.0		102.0		54.0
*Days > Nat'l Standard		0.0		0.0		0.0
99th Percentile		110		92		75
**3-Year Average 99th		120		112		92
***State Annual Average		37.6		41.9		32.8
***Nat'l Annual Average		41.3		45.0		36.1
**3-Year Nat'l Average		41		43		41
****Year Coverage		95		85		92

* Measured days are those days that an actual measurement was greater than the level of the state daily standard (50 micrograms per cubic meter) or the national daily standard (150 micrograms per cubic meter). Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

** The 3-year statistics include data from the listed year and the two years before the listed year.

*** The state annual average is a geometric mean of all measurements. The national annual average is an arithmetic average of the 4 arithmetic quarterly averages.

**** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

PM10 Air Quality Data Summaries (1993-1997)
Burbank-W Palm Avenue
South Coast AQMD

South Coast Air Basin **Los Angeles County**

Year	Number of Complete Months				% of Samples Above 24-Hr Standard		Exceeds Annual Standard?		PM10 Concentration in ug/m^3				
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	State >50ug/m^3	Federal >150ug/m^3	State AGM	Federal AAM	Max 24-Hr	AGM	AAM	EPDC	99th Percentile
1997	3	3	3	2	31	0	Y	N	92	41.9	45.0	119.2	92
1996	3	3	3	3	25	0	Y	N	110	37.6	41.3	125.0	110
1995	3	3	3	3	27	0	Y	N	135	37.2	42.6	124.1	135
1994	3	3	3	3	18	0	Y	N	114	34.5	38.5	155.8	114
1993	3	3	2	3	36	0	Y	N	93	39.1	45.0	166.3	93

Explanation of the terminology in the header above, as well as the sampling program and analytical methods used to collect the data, the PM10 air quality standards, and how to request air quality data.

Please send questions or comments to:
aqdweb@arb.ca.gov

This page last revised on March 1, 1999

Other Sites within the Basin | Other Sites within the District | Other Sites within the County

District/Site Directory | County/Site Directory | Monitoring Site Directory

PM10 Home Page | Other Pollutants

ARB Home Page | Search ARB Programs/Topics | Email ARB Help Attendant

Station ID : 51107
Years : 1981
Start Date : January 1
Start Time : Midnight

RUN ID :
End Date : December 31
End Time : 11 PM

Frequency Distribution
(Count)

Wind Direction (Blowing From) / Wind Speed (m/s)

	0.51-2.06	2.06-3.60	3.60-5.66	5.66-8.75	8.75-10.80	>10.80	Total
N	236	79	188	84	12	0	599
NNE	136	19	83	24	3	0	265
NE	157	20	26	5	3	0	211
ENE	246	16	7	0	0	0	269
E	653	86	16	0	0	0	755
ESE	771	166	41	0	0	0	978
SE	587	122	35	0	0	0	744
SSE	276	53	27	1	0	0	357
S	268	47	22	2	0	0	339
SSW	197	38	25	2	0	0	262
SW	278	49	21	2	0	0	350
WSW	403	74	31	8	3	0	519
W	525	77	39	1	1	0	643
WNW	318	84	45	4	1	0	452
NW	277	47	20	3	0	0	347
NNW	184	37	36	10	1	0	268
Total	5512	1014	662	146	24	0	

Frequency of Calm Winds : 1083
Average Wind Speed : 1.80 m/s

Station ID : 51107
Years : 1981
Start Date : January 1
Start Time : Midnight

RUN ID :

End Date : December 31
End Time : 11 PM

Frequency Distribution
(Normalized)

Wind Direction (Blowing From) / Stability Classes

	A	B	C	D	E	F	Total
N	0.000355	0.002251	0.009122	0.030447	0.010188	0.018600	0.070963
NNE	0.000474	0.001066	0.004976	0.009951	0.004620	0.010307	0.031394
NE	0.000829	0.001659	0.002962	0.006397	0.002488	0.010662	0.024997
ENE	0.001303	0.005331	0.004146	0.007701	0.002606	0.010781	0.031868
E	0.006990	0.019666	0.013979	0.016230	0.008174	0.024405	0.089444
ESE	0.016704	0.028077	0.021088	0.021917	0.006753	0.021324	0.115863
SE	0.010425	0.019192	0.011018	0.027129	0.004502	0.015875	0.088141
SSE	0.001540	0.006397	0.007937	0.014690	0.001659	0.010070	0.042294
S	0.001540	0.005568	0.005923	0.014690	0.002251	0.010188	0.040161
SSW	0.000355	0.003317	0.005568	0.010070	0.001777	0.009951	0.031039
SW	0.001066	0.003791	0.005450	0.011136	0.003791	0.016230	0.041464
WSW	0.000355	0.002488	0.005687	0.015638	0.008411	0.028907	0.061486
W	0.000829	0.003080	0.005213	0.016467	0.011255	0.039332	0.076176
WNW	0.000355	0.002962	0.006634	0.013742	0.007937	0.021917	0.053548
NW	0.000592	0.001659	0.004383	0.007701	0.004028	0.022746	0.041109
NNW	0.000237	0.001066	0.003199	0.006516	0.005568	0.015164	0.031750
Total	0.043952	0.107570	0.117285	0.230423	0.086009	0.286459	

Frequency of Calm Winds : 12.83%
Average Wind Speed : 1.80 m/s

View this page for another pollutant:

Hourly O_3
8-Hour O_3
PM 10
Fine PM
CO
NO_2
SO_2
H_2S

Start Over:
Data Statistics Home

Highest 4 Daily PM10 Measurements

and Annual PM10 Statistics

at Burbank-W Palm Avenue

micrograms per cubic meter

	1997		1998		1999	
High	Oct 1	92.0	Jan 17	75.0	Sep 15	82.0
2nd High	Nov 6	87.0	Nov 25	65.0	Jun 11	71.0
3rd High	Jan 10	87.0	Jul 28	56.0	May 12	71.0
4th High	May 16	73.0	Jul 16	56.0	Jan 18	69.0
Measured:						
*Days > State Standard		17		9		21
*Days > Nat'l Standard		0		0		0
Calculated:						
*Days > State Standard		102.0		54.0		126.0
*Days > Nat'l Standard		0.0		0.0		0.0
99th Percentile		92		75		82
**3-Year Average 99th		112		92		83
***State Annual Average		41.9		32.8		40.6
***Nat'l Annual Average		45.0		36.1		43.7
**3-Year Nat'l Average		43		41		42
****Year Coverage		85		92		100

Go Backward a Year | Go Forward a Year

Make a New Request

---

* Measured days are those days that an actual measurement was greater than the level of the state daily standard (50 micrograms per cubic meter) or the national daily standard (150 micrograms per cubic meter). Measurements are typically collected every six days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

** The 3-year statistics include data from the listed year and the two years before the listed year.

*** The state annual average is a geometric mean of all measurements. The national annual average is an arithmetic average of the 4 arithmetic quarterly averages.

**** Year Coverage is an indicator of how extensive monitoring was during the time of year when high pollutant concentrations are expected. Year coverage ranges from 0 to 100. For example, a Year Coverage of 75 indicates that monitoring occurred 75% of the time when high pollutant concentrations are expected. For the current year, Year Coverage will be 0 at the beginning of the year and will increase as the data for the year become available.

Appendix B

CAL3QHC Model Output

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\101CAL1.DAT

RUN BEGIN ON 08/26/99 AT 13:08

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB DEPART	*	500.0	500.0	500.0	1000.0	*	500.	360.	AG	249.	18.2	0.0	46.0		
2. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	989.	18.2	0.0	46.0		
3. SB QUEUE	*	482.0	524.0	482.0	581.6	*	58.	360.	AG	1833.	100.0	0.0	46.0	0.54	2.9
4. EB APPROACH	*	0.0	488.0	500.0	488.0	*	500.	90.	AG	1024.	18.2	0.0	34.0		
5. EB DEPART	*	500.0	488.0	1000.0	488.0	*	500.	90.	AG	1741.	18.2	0.0	34.0		
6. EB QUEUE	*	464.0	488.0	394.0	488.0	*	70.	270.	AG	955.	100.0	0.0	34.0	0.64	3.6
7. WB APPROACH	*	1000.0	512.0	500.0	512.0	*	500.	270.	AG	286.	18.2	0.0	34.0		
8. WB DEPART	*	500.0	512.0	0.0	512.0	*	500.	270.	AG	309.	18.2	0.0	34.0		
9. WB QUEUE	*	500.0	512.0	519.5	512.0	*	20.	90.	AG	955.	100.0	0.0	34.0	0.18	1.0

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. SB QUEUE	*	60	32	3.0	989	1600	427.20	3	3
6. EB QUEUE	*	60	25	3.0	1024	1600	427.20	3	3
9. WB QUEUE	*	60	25	3.0	286	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	444.0	544.0	5.5	*
2. NE	*	520.0	544.0	5.5	*
3. SW	*	444.0	456.0	5.5	*
4. SE	*	520.0	456.0	5.5	*

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.8	11.2	14.9	13.7
10.	11.7	10.5	17.5	11.7
20.	12.2	10.4	18.5	11.4
30.	13.1	10.4	16.7	11.5
40.	14.1	10.4	14.2	11.6
50.	15.3	10.4	13.3	11.8
60.	16.2	10.4	12.5	12.0
70.	16.3	10.4	12.2	12.3
80.	16.1	10.4	12.7	12.7
90.	17.0	10.9	11.6	11.4
100.	18.2	12.0	10.5	10.5
110.	17.7	12.0	10.4	10.4
120.	15.8	11.7	10.4	10.4
130.	14.0	11.5	10.4	10.4
140.	12.4	11.4	10.4	10.4
150.	11.8	11.4	10.4	10.4
160.	12.3	11.5	10.4	10.4
170.	13.0	11.6	10.4	10.4
180.	13.2	12.7	10.4	10.4
190.	13.2	13.7	10.4	10.4
200.	13.4	13.8	10.4	10.4
210.	13.4	13.5	10.4	10.4
220.	12.6	14.0	10.4	10.4
230.	11.7	15.7	10.4	10.4
240.	11.3	16.9	10.4	10.4
250.	11.4	17.5	10.4	10.4
260.	11.5	17.6	10.4	10.4
270.	10.7	16.8	10.9	11.4
280.	10.4	16.2	11.9	13.7
290.	10.4	16.4	12.4	14.4
300.	10.4	16.3	13.4	13.3
310.	10.4	15.4	14.2	12.3
320.	10.4	14.2	14.3	12.7
330.	10.4	13.1	14.1	15.3
340.	10.4	12.3	13.8	17.6
350.	10.4	12.0	13.7	17.0
360.	10.8	11.2	14.9	13.7
MAX	18.2	17.6	18.5	17.6
DEGR.	100	260	20	340

THE HIGHEST CONCENTRATION IS 18.50 PPM AT 20 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1 100	REC2 260	REC3 20	REC4 340
1	0.1	0.2	0.2	0.2
2	0.5	0.5	0.9	0.9
3	5.1	5.1	3.9	3.9
4	0.0	0.8	0.5	0.1
5	1.4	0.0	0.0	0.8
6	0.0	0.2	2.5	0.0
7	0.3	0.0	0.0	0.1
8	0.0	0.4	0.1	0.1
9	0.4	0.0	0.0	1.1

RUN ENDED ON 08/26/99 AT 13:08

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\101CAL2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB DEPART	500.0	500.0	500.0	1000.0	500.	360.	AG	398.	6.4	0.0	46.0		
2. SB APPROACH	482.0	1000.0	482.0	500.0	500.	180.	AG	1238.	6.4	0.0	46.0		
3. SB QUEUE	482.0	524.0	482.0	611.0	87.	360.	AG	659.	100.0	0.0	46.0	0.77	4.4
4. EB APPROACH	0.0	488.0	500.0	488.0	500.	90.	AG	1427.	6.4	0.0	34.0		
5. EB DEPART	500.0	488.0	1000.0	488.0	500.	90.	AG	2333.	6.4	0.0	34.0		
6. EB QUEUE	464.0	488.0	368.6	488.0	95.	270.	AG	276.	100.0	0.0	34.0	0.81	4.8
7. WB APPROACH	1000.0	512.0	500.0	512.0	500.	270.	AG	583.	6.4	0.0	34.0		
8. WB DEPART	500.0	512.0	0.0	512.0	500.	270.	AG	517.	6.4	0.0	34.0		
9. WB QUEUE	500.0	512.0	535.0	512.0	35.	90.	AG	276.	100.0	0.0	34.0	0.33	1.8

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. SB QUEUE	60	35	3.0	1238	1600	140.40	3	3
6. EB QUEUE	60	22	3.0	1427	1600	140.40	3	3
9. WB QUEUE	60	22	3.0	583	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	444.0	544.0	5.5
2. NE	520.0	544.0	5.5
3. SW	444.0	456.0	5.5
4. SE	520.0	456.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.6	4.8	6.1	6.2
10.	5.2	4.5	7.5	5.4
20.	5.9	4.4	7.9	5.1
30.	6.5	4.4	6.8	5.0
40.	7.0	4.4	5.9	5.0
50.	7.0	4.4	5.6	5.1
60.	6.7	4.4	5.3	5.2
70.	6.6	4.4	5.4	5.4
80.	6.5	4.4	5.6	5.5
90.	6.9	4.6	4.9	4.9
100.	7.5	5.2	4.4	4.4
110.	7.5	5.2	4.4	4.4
120.	6.7	5.1	4.4	4.4
130.	5.8	5.0	4.4	4.4

140.	*	5.3	5.1	4.4	4.4
150.	*	5.0	5.2	4.4	4.4
160.	*	5.0	5.5	4.4	4.4
170.	*	5.3	5.6	4.4	4.4
180.	*	5.3	5.7	4.4	4.4
190.	*	5.3	5.7	4.4	4.4
200.	*	5.4	5.6	4.4	4.4
210.	*	5.4	5.6	4.4	4.4
220.	*	5.4	5.8	4.4	4.4
230.	*	5.3	6.3	4.4	4.4
240.	*	5.0	6.7	4.4	4.4
250.	*	5.0	7.3	4.4	4.4
260.	*	4.9	7.2	4.4	4.4
270.	*	4.6	6.8	4.7	4.9
280.	*	4.4	6.5	5.3	5.8
290.	*	4.4	6.6	5.6	5.9
300.	*	4.4	6.7	5.9	5.5
310.	*	4.4	7.0	5.8	5.3
320.	*	4.4	7.0	5.8	5.4
330.	*	4.4	6.5	5.7	6.4
340.	*	4.4	6.0	5.6	7.5
350.	*	4.4	5.4	5.6	7.5
360.	*	4.6	4.8	6.1	6.2
MAX	*	7.5	7.3	7.9	7.5
DEGR.	*	100	250	20	340

THE HIGHEST CONCENTRATION IS 7.90 PPM AT 20 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	*	REC1 100	REC2 250	REC3 20	REC4 340
1	*	0.1	0.1	0.1	0.1
2	*	0.2	0.2	0.4	0.4
3	*	1.8	1.5	1.9	1.9
4	*	0.0	0.4	0.3	0.0
5	*	0.6	0.0	0.0	0.4
6	*	0.0	0.5	0.7	0.0
7	*	0.2	0.0	0.0	0.0
8	*	0.0	0.2	0.1	0.0
9	*	0.2	0.0	0.0	0.3

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\101CAL3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE + PROJECT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB DEPART	*	500.0	500.0	500.0	1000.0	*	500.	360.	AG	435.	6.4	0.0	46.0		
2. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	1271.	6.4	0.0	46.0		
3. SB QUEUE	*	482.0	524.0	482.0	616.1	*	92.	360.	AG	659.	100.0	0.0	46.0	0.79	4.7
4. EB APPROACH	*	0.0	488.0	500.0	488.0	*	500.	90.	AG	1542.	6.4	0.0	34.0		
5. EB DEPART	*	500.0	488.0	1000.0	488.0	*	500.	90.	AG	2420.	6.4	0.0	34.0		
6. EB QUEUE	*	464.0	488.0	340.9	488.0	*	123.	270.	AG	276.	100.0	0.0	34.0	0.88	6.3
7. WB APPROACH	*	1000.0	512.0	500.0	512.0	*	500.	270.	AG	598.	6.4	0.0	34.0		
8. WB DEPART	*	500.0	512.0	0.0	512.0	*	500.	270.	AG	556.	6.4	0.0	34.0		
9. WB QUEUE	*	500.0	512.0	536.0	512.0	*	36.	90.	AG	276.	100.0	0.0	34.0	0.34	1.8

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE + PROJECT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. SB QUEUE	*	60	35	3.0	1271	1600	140.40	3	3
6. EB QUEUE	*	60	22	3.0	1542	1600	140.40	3	3
9. WB QUEUE	*	60	22	3.0	598	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	444.0	544.0	5.5	*
2. NE	*	520.0	544.0	5.5	*
3. SW	*	444.0	456.0	5.5	*
4. SE	*	520.0	456.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE + PROJECT

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.6	4.8	6.1	6.3
10.	5.3	4.5	7.6	5.4
20.	6.0	4.4	7.9	5.2
30.	6.7	4.4	6.8	5.0
40.	7.1	4.4	5.9	5.0
50.	7.0	4.4	5.6	5.1
60.	6.8	4.4	5.4	5.2
70.	6.6	4.4	5.4	5.4
80.	6.5	4.4	5.6	5.6
90.	6.9	4.6	4.9	4.9
100.	7.7	5.3	4.4	4.4
110.	7.5	5.2	4.4	4.4
120.	6.7	5.1	4.4	4.4
130.	5.8	5.1	4.4	4.4
140.	5.3	5.1	4.4	4.4
150.	5.0	5.3	4.4	4.4
160.	5.0	5.5	4.4	4.4
170.	5.3	5.7	4.4	4.4
180.	5.3	5.8	4.4	4.4
190.	5.3	5.7	4.4	4.4
200.	5.4	5.6	4.4	4.4
210.	5.4	5.7	4.4	4.4
220.	5.4	5.8	4.4	4.4
230.	5.6	6.3	4.4	4.4
240.	5.5	6.8	4.4	4.4
250.	5.2	7.5	4.4	4.4
260.	5.0	7.3	4.4	4.4
270.	4.6	6.8	4.8	4.9
280.	4.4	6.5	5.5	6.1
290.	4.4	6.6	6.0	6.0
300.	4.4	6.8	6.0	5.5
310.	4.4	7.0	5.9	5.3
320.	4.4	7.1	5.8	5.4
330.	4.4	6.8	5.7	6.4
340.	4.4	6.1	5.6	7.5
350.	4.4	5.5	5.6	7.6
360.	4.6	4.8	6.1	6.3
MAX DEGR.	7.7 100	7.5 250	7.9 20	7.6 350

THE HIGHEST CONCENTRATION IS 7.90 PPM AT 20 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: 101 ON/OFF @ CALABASAS - BASE + PROJECT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	250	20	350
1	0.1	0.1	0.1	0.2
2	0.2	0.2	0.4	0.5
3	1.8	1.5	1.9	1.4
4	0.0	0.4	0.3	0.0
5	0.7	0.0	0.0	0.4
6	0.0	0.7	0.7	0.0
7	0.3	0.0	0.0	0.1
8	0.0	0.2	0.1	0.0
9	0.2	0.0	0.0	0.6

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\EL_CAL1.DAT

RUN BEGIN ON 08/26/99 AT 12:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON @ CALABASAS - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB APPROACH	*	506.0	0.0	506.0	500.0	*	500.	360.	AG	74.	18.2	0.0	22.0		
2. NB QUEUE	*	506.0	476.0	506.0	449.7	*	26.	180.	AG	974.	100.0	0.0	22.0	0.70	1.3
3. SB DEPART	*	500.0	500.0	500.0	0.0	*	500.	180.	AG	34.	18.2	0.0	22.0		
4. EB APPROACH	*	0.0	488.0	500.0	488.0	*	500.	90.	AG	1006.	18.2	0.0	34.0		
5. EB DEPART	*	500.0	488.0	1000.0	488.0	*	500.	90.	AG	1037.	18.2	0.0	34.0		
6. EB QUEUE	*	500.0	488.0	486.2	488.0	*	14.	270.	AG	191.	100.0	0.0	34.0	0.38	0.7
7. WB APPROACH	*	1000.0	512.0	500.0	512.0	*	500.	270.	AG	683.	18.2	0.0	34.0		
8. WB DEPART	*	500.0	512.0	0.0	512.0	*	500.	270.	AG	692.	18.2	0.0	34.0		
9. WB QUEUE	*	512.0	512.0	521.3	512.0	*	9.	90.	AG	191.	100.0	0.0	34.0	0.26	0.5

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON @ CALABASAS - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NB QUEUE	60	51	3.0	74	1600	427.20	3	3
6. EB QUEUE	60	5	3.0	1006	1600	427.20	3	3
9. WB QUEUE	60	5	3.0	683	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	480.0	544.0	5.5
2. NE	532.0	544.0	5.5
3. SW	480.0	456.0	5.5
4. SE	532.0	456.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON @ CALABASAS - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.4	10.4	11.3	11.3
10.	10.4	10.4	11.5	11.2
20.	10.4	10.4	11.7	11.3
30.	10.4	10.4	11.9	11.3
40.	10.4	10.4	12.3	11.4
50.	10.4	10.4	13.1	11.5
60.	10.4	10.4	14.0	11.6
70.	10.4	10.4	14.7	11.9
80.	10.4	10.4	15.0	12.2
90.	11.0	11.0	13.8	11.1
100.	12.0	11.9	12.2	10.4
110.	12.0	11.9	11.2	10.4
120.	11.6	11.5	10.6	10.4
130.	11.7	11.5	10.4	10.4
140.	11.4	11.3	10.5	10.4
150.	11.9	11.3	10.5	10.4
160.	12.8	11.3	10.5	10.4
170.	12.5	11.1	10.6	10.4
180.	11.6	11.5	10.4	10.4
190.	11.2	12.3	10.4	10.5
200.	11.3	13.1	10.4	10.5
210.	11.3	12.1	10.4	10.5
220.	11.3	11.7	10.4	10.5
230.	11.4	11.6	10.4	10.4
240.	11.6	11.5	10.4	10.6
250.	11.8	11.8	10.4	11.2
260.	11.9	12.1	10.4	12.2
270.	11.0	11.0	11.1	13.8
280.	10.4	10.4	12.1	15.0
290.	10.4	10.4	11.9	14.7
300.	10.4	10.4	11.6	14.3
310.	10.4	10.4	11.5	13.2
320.	10.4	10.4	11.3	12.4
330.	10.4	10.4	11.3	11.7
340.	10.4	10.4	11.2	11.4
350.	10.4	10.4	11.2	11.4
360.	10.4	10.4	11.3	11.3
MAX	12.8	13.1	15.0	15.0
DEGR.	160	200	80	280

THE HIGHEST CONCENTRATION IS 15.00 PPM AT 80 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON @ CALABASAS - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	160	200	80	280
1	0.1	0.1	0.0	0.0
2	1.3	1.3	2.8	2.8
3	0.0	0.0	0.0	0.0
4	0.2	0.1	0.0	1.3
5	0.2	0.4	1.3	0.0
6	0.2	0.1	0.0	0.0
7	0.1	0.4	0.5	0.0
8	0.3	0.0	0.0	0.5
9	0.0	0.3	0.0	0.0

RUN ENDED ON 08/26/99 AT 12:37

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\EL_CAL2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON / CALABASAS - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	506.0	0.0	506.0	500.0	500.	360. AG	90.	6.4	0.0	22.0		
2. NB QUEUE	506.0	476.0	506.0	432.4	44.	180. AG	320.	100.0	0.0	22.0	0.85	2.2
3. SB DEPART	500.0	500.0	500.0	0.0	500.	180. AG	41.	6.4	0.0	22.0		
4. EB APPROACH	0.0	488.0	500.0	488.0	500.	90. AG	1356.	6.4	0.0	34.0		
5. EB DEPART	500.0	488.0	1000.0	488.0	500.	90. AG	1394.	6.4	0.0	34.0		
6. EB QUEUE	500.0	488.0	481.5	488.0	19.	270. AG	63.	100.0	0.0	34.0	0.51	0.9
7. WB APPROACH	1000.0	512.0	500.0	512.0	500.	270. AG	1021.	6.4	0.0	34.0		
8. WB DEPART	500.0	512.0	0.0	512.0	500.	270. AG	1032.	6.4	0.0	34.0		
9. WB QUEUE	512.0	512.0	525.9	512.0	14.	90. AG	63.	100.0	0.0	34.0	0.38	0.7

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON / CALABASAS - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NB QUEUE	60	51	3.0	90	1600	140.40	3	3
6. EB QUEUE	60	5	3.0	1356	1600	140.40	3	3
9. WB QUEUE	60	5	3.0	1021	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	480.0	544.0	5.5
2. NE	532.0	544.0	5.5
3. SW	480.0	456.0	5.5
4. SE	532.0	456.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON / CALABASAS - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.4	4.4	5.0	4.9
10.	4.4	4.4	4.8	4.8
20.	4.4	4.4	5.0	4.9
30.	4.4	4.4	5.1	4.9
40.	4.4	4.4	5.3	4.9
50.	4.4	4.4	5.4	4.9
60.	4.4	4.4	5.8	5.0
70.	4.4	4.4	6.1	5.2
80.	4.4	4.4	6.2	5.3
90.	4.7	4.7	5.7	4.8
100.	5.2	5.1	5.3	4.4
110.	5.2	5.2	5.3	4.4
120.	5.1	5.0	5.3	4.4
130.	5.0	4.9	5.1	4.4

```
 140.  *   5.0   4.8   4.8   4.4
 150.  *   5.0   4.8   4.5   4.4
 160.  *   5.5   4.8   4.4   4.4
 170.  *   5.4   4.8   4.4   4.4
 180.  *   5.0   4.9   4.4   4.4
 190.  *   4.8   5.4   4.4   4.4
 200.  *   4.8   5.5   4.4   4.4
 210.  *   4.8   5.2   4.4   4.5
 220.  *   4.8   5.1   4.4   4.8
 230.  *   4.9   4.8   4.4   5.1
 240.  *   5.0   5.0   4.4   5.3
 250.  *   5.2   5.1   4.4   5.3
 260.  *   5.1   5.3   4.4   5.3
 270.  *   4.7   4.7   4.8   5.7
 280.  *   4.4   4.4   5.3   6.2
 290.  *   4.4   4.4   5.2   6.1
 300.  *   4.4   4.4   5.0   5.9
 310.  *   4.4   4.4   4.9   5.5
 320.  *   4.4   4.4   4.9   5.1
 330.  *   4.4   4.4   4.9   5.0
 340.  *   4.4   4.4   4.9   4.9
 350.  *   4.4   4.4   4.8   4.9
 360.  *   4.4   4.4   5.0   4.9
 ------*-------------------------
 MAX   *   5.5   5.5   6.2   6.2
 DEGR. *  160   200    80   280

 THE HIGHEST CONCENTRATION IS    6.20 PPM AT   80 DEGREES FROM REC3 .
1
                                                                                                                    PAGE  4
      JOB: MOTION PICTURE & TELEVISION FUND                    RUN: EL CANON / CALABASAS - BASE

      RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
      THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

          *    CO/LINK  (PPM)
          *    ANGLE (DEGREES)
          *  REC1  REC2  REC3  REC4
   LINK # *   160   200    80   280
   -------*-------------------------
        1  *   0.0   0.0   0.0   0.0
        2  *   0.6   0.6   0.9   0.9
        3  *   0.0   0.0   0.0   0.0
        4  *   0.1   0.0   0.0   0.6
        5  *   0.1   0.2   0.6   0.0
        6  *   0.1   0.0   0.0   0.0
        7  *   0.0   0.2   0.3   0.0
        8  *   0.2   0.0   0.0   0.3
        9  *   0.0   0.1   0.0   0.0

 RUN ENDED ON 08/26/99 AT 14:04


1                   CAL3QHC (93157)
                    IBM-PC VERSION (2.02)
                    (C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
                    SERIAL NUMBER  9920 SOLD TO TERRY A. HAYES ASSOCIATES

                    RUN NAME: C:\MODELI~1\CAL3QHC\EL_CAL3.DAT

                    RUN BEGIN ON 08/26/99 AT 15:16

                    CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

      JOB: MOTION PICTURE & TELEVISION FUND                    RUN: EL CANON / CALABASAS - BASE + PROJECT

       SITE & METEOROLOGICAL VARIABLES
       -------------------------------
       VS =   0.0 CM/S       VD =   0.0 CM/S       Z0 =  91. CM
        U =  1.0 M/S         CLAS =   6  (F)     ATIM =  60. MINUTES     MIXH =  1000. M   AMB =  4.4 PPM

       LINK VARIABLES
       --------------
         LINK DESCRIPTION     *         LINK COORDINATES (FT)          *    LENGTH  BRG TYPE   VPH    EF      H   W    V/C
QUEUE
                              *   X1        Y1        X2        Y2     *     (FT)  (DEG)            (G/MI)  (FT) (FT)
(VEH)

------------------------*-----------------------------------------*-------------------------------------------------------
-
       1. NB APPROACH         *    506.0       0.0     506.0     500.0 *     500.   360. AG    212.   6.4   0.0 22.0
       2. NB QUEUE            *    506.0     476.0     506.0   -1010.3 *    1486.   180. AG    326. 100.0   0.0 22.0 2.68
75.5
       3. SB DEPART           *    500.0     500.0     500.0       0.0 *     500.   180. AG     90.   6.4   0.0 22.0
       4. EB APPROACH         *      0.0     488.0     500.0     488.0 *     500.    90. AG   1360.   6.4   0.0 34.0
       5. EB DEPART           *    500.0     488.0    1000.0     488.0 *     500.    90. AG   1509.   6.4   0.0 34.0
       6. EB QUEUE            *    500.0     488.0     481.4     488.0 *      19.   270. AG     63. 100.0   0.0 34.0 0.51
0.9
       7. WB APPROACH         *   1000.0     512.0     500.0     512.0 *     500.   270. AG   1066.   6.4   0.0 34.0
       8. WB DEPART           *    500.0     512.0       0.0     512.0 *     500.   270. AG   1039.   6.4   0.0 34.0
       9. WB QUEUE            *    512.0     512.0     526.6     512.0 *      15.    90. AG     63. 100.0   0.0 34.0 0.40
0.7
1
                                                                                                                    PAGE  2
      JOB: MOTION PICTURE & TELEVISION FUND                    RUN: EL CANON / CALABASAS - BASE + PROJECT
       ADDITIONAL QUEUE LINK PARAMETERS
       --------------------------------
         LINK DESCRIPTION     *    CYCLE    RED     CLEARANCE  APPROACH  SATURATION   IDLE   SIGNAL   ARRIVAL
                              *    LENGTH   TIME    LOST TIME    VOL     FLOW RATE   EM FAC   TYPE     RATE
                              *     (SEC)   (SEC)    (SEC)      (VPH)      (VPH)    (gm/hr)
       -----------------------*-------------------------------------------------------------------------------
       2. NB QUEUE            *      60       52       3.0       212       1600     140.40      3        3
       6. EB QUEUE            *      60        5       3.0      1360       1600     140.40      3        3
       9. WB QUEUE            *      60        5       3.0      1066       1600     140.40      3        3

       RECEPTOR LOCATIONS
       ------------------
                              *           COORDINATES (FT)          *
         RECEPTOR             *      X          Y          Z        *
       -----------------------*-----------------------------------*
       1. NW                  *       480.0      544.0        5.5   *
       2. NE                  *       532.0      544.0        5.5   *
       3. SW                  *       480.0      456.0        5.5   *
       4. SE                  *       532.0      456.0        5.5   *
1
                                                                                                                    PAGE  3
      JOB: MOTION PICTURE & TELEVISION FUND                    RUN: EL CANON / CALABASAS - BASE + PROJECT

       MODEL RESULTS
```

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.4	4.4	5.0	4.9
10.	4.4	4.4	4.8	4.9
20.	4.4	4.4	5.0	4.9
30.	4.4	4.4	5.1	4.9
40.	4.4	4.4	5.3	4.9
50.	4.4	4.4	5.4	5.0
60.	4.4	4.4	5.8	5.0
70.	4.4	4.4	6.1	5.2
80.	4.4	4.4	6.3	5.3
90.	4.7	4.7	5.7	4.8
100.	5.3	5.3	5.3	4.4
110.	5.2	5.2	5.4	4.4
120.	5.1	5.0	5.5	4.4
130.	5.0	5.0	5.5	4.4
140.	5.0	4.8	5.7	4.4
150.	5.0	4.8	5.9	4.4
160.	6.0	4.8	6.3	4.4
170.	7.3	4.9	7.1	4.5
180.	7.1	7.0	6.4	6.4
190.	4.9	7.3	4.5	7.1
200.	4.8	6.0	4.4	6.3
210.	4.8	5.2	4.4	5.9
220.	4.8	5.1	4.4	5.7
230.	5.0	4.9	4.4	5.5
240.	5.0	5.0	4.4	5.5
250.	5.2	5.1	4.4	5.4
260.	5.1	5.3	4.4	5.3
270.	4.7	4.7	4.8	5.7
280.	4.4	4.4	5.3	6.2
290.	4.4	4.4	5.2	6.1
300.	4.4	4.4	5.0	5.9
310.	4.4	4.4	4.9	5.6
320.	4.4	4.4	4.9	5.1
330.	4.4	4.4	4.9	5.0
340.	4.4	4.4	4.9	4.9
350.	4.4	4.4	4.8	5.0
360.	4.4	4.4	5.0	4.9
MAX DEGR.	7.3	7.3	7.1	7.1
	170	190	170	190

THE HIGHEST CONCENTRATION IS 7.30 PPM AT 170 DEGREES FROM REC1 .

JOB: MOTION PICTURE & TELEVISION FUND RUN: EL CANON / CALABASAS - BASE + PROJECT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	170	190	170	190
1	0.1	0.1	0.1	0.1
2	2.3	2.3	2.6	2.6
3	0.0	0.0	0.0	0.0
4	0.2	0.0	0.0	0.0
5	0.0	0.2	0.0	0.0
6	0.1	0.0	0.0	0.0
7	0.0	0.2	0.0	0.0
8	0.2	0.0	0.0	0.0
9	0.0	0.1	0.0	0.0

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\MULCAL1.DAT

RUN BEGIN ON 08/26/99 AT 12:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	1077.	18.2	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	2170.	18.2	0.0	58.0		
3. NB QUEUE	*	524.0	440.0	524.0	403.2	*	37.	180.	AG	1910.	100.0	0.0	58.0	0.34	1.9
4. SB APPROACH	*	476.0	1000.0	476.0	500.0	*	500.	180.	AG	1728.	18.2	0.0	58.0		
5. SB DEPART	*	476.0	500.0	476.0	0.0	*	500.	180.	AG	1375.	18.2	0.0	58.0		
6. SB QUEUE	*	476.0	536.0	476.0	595.1	*	59.	360.	AG	1910.	100.0	0.0	58.0	0.54	3.0
7. EB APPROACH	*	0.0	470.0	500.0	470.0	*	500.	90.	AG	1745.	18.2	0.0	70.0		
8. EB DEPART	*	500.0	470.0	1000.0	470.0	*	500.	90.	AG	425.	18.2	0.0	70.0		
9. EB QUEUE	*	452.0	470.0	390.9	470.0	*	61.	270.	AG	3056.	100.0	0.0	70.0	0.57	3.1
10. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	382.	18.2	0.0	46.0		
11. WB DEPART	*	500.0	518.0	0.0	518.0	*	500.	270.	AG	962.	18.2	0.0	46.0		
12. WB QUEUE	*	548.0	518.0	570.2	518.0	*	22.	90.	AG	1833.	100.0	0.0	46.0	0.21	1.1

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JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	25	3.0	1077	1600	427.20	3	3
6. SB QUEUE	60	25	3.0	1728	1600	427.20	3	3
9. EB QUEUE	60	32	3.0	1745	1600	427.20	3	3
12. WB QUEUE	60	32	3.0	382	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	432.0	556.0	5.5
2. NE	568.0	556.0	5.5
3. SW	432.0	420.0	5.5
4. SE	568.0	420.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	11.1	11.2	21.3	13.6
10.	12.9	10.4	24.1	11.2
20.	13.8	10.4	21.9	10.7
30.	14.4	10.4	18.0	10.7
40.	15.0	10.4	15.3	10.7
50.	15.8	10.4	14.8	10.9
60.	16.9	10.4	13.7	10.9
70.	17.4	10.4	13.2	11.0
80.	17.2	10.4	14.5	10.9
90.	17.8	10.6	15.1	10.5
100.	18.7	11.0	13.5	10.4
110.	17.8	11.1	12.0	10.4
120.	15.3	10.9	11.5	10.4
130.	14.3	10.9	11.6	10.4
140.	15.0	10.8	11.8	10.4
150.	15.3	10.9	12.1	10.4
160.	15.6	11.2	12.3	10.4
170.	17.9	12.0	12.1	10.4
180.	18.5	15.2	10.9	10.8
190.	17.9	18.9	10.4	11.9
200.	16.6	18.6	10.4	12.2
210.	14.2	16.1	10.4	12.0
220.	12.5	15.0	10.4	12.1
230.	12.0	16.4	10.4	12.3
240.	12.1	17.7	10.4	13.1
250.	12.4	17.1	10.4	14.4
260.	12.0	16.9	10.4	16.1
270.	10.9	16.4	10.9	18.2
280.	10.4	15.8	12.3	21.7
290.	10.4	14.8	13.5	20.9
300.	10.4	13.3	14.5	17.5
310.	10.4	12.6	15.5	14.7
320.	10.4	12.6	16.8	14.9
330.	10.4	13.0	18.3	15.5
340.	10.4	13.5	19.6	14.9
350.	10.4	13.1	19.6	15.7

360.	*	11.1	11.2	21.3	13.6
MAX	*	18.7	18.9	24.1	21.7
DEGR.	*	100	190	10	280

THE HIGHEST CONCENTRATION IS 24.10 PPM AT 10 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	*	CO/LINK (PPM) ANGLE (DEGREES) REC1 100	REC2 190	REC3 10	REC4 280
1	*	0.0	1.2	0.0	0.5
2	*	0.8	0.1	1.0	0.0
3	*	0.0	1.4	0.0	5.1
4	*	0.8	0.0	1.8	0.0
5	*	0.0	0.6	0.1	0.5
6	*	5.0	0.0	2.2	0.0
7	*	0.0	0.0	0.8	1.7
8	*	0.2	0.2	0.0	0.0
9	*	0.0	0.0	7.5	3.1
10	*	0.4	0.2	0.0	0.0
11	*	0.1	0.0	0.3	0.4
12	*	1.0	4.8	0.0	0.0

RUN ENDED ON 08/26/99 AT 12:37

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\MULCAL2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	1393.	6.4	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	2796.	6.4	0.0	58.0		
3. NB QUEUE	*	524.0	440.0	524.0	392.4	*	48.	180.	AG	628.	100.0	0.0	58.0	0.44	2.4
4. SB APPROACH	*	476.0	1000.0	476.0	500.0	*	500.	180.	AG	2338.	6.4	0.0	58.0		
5. SB DEPART	*	476.0	500.0	476.0	0.0	*	500.	180.	AG	1791.	6.4	0.0	58.0		
6. SB QUEUE	*	476.0	536.0	476.0	615.8	*	80.	360.	AG	628.	100.0	0.0	58.0	0.73	4.1
7. EB APPROACH	*	0.0	470.0	500.0	470.0	*	500.	90.	AG	2339.	6.4	0.0	70.0		
8. EB DEPART	*	500.0	470.0	1000.0	470.0	*	500.	90.	AG	575.	6.4	0.0	70.0		
9. EB QUEUE	*	452.0	470.0	364.9	470.0	*	87.	270.	AG	1004.	100.0	0.0	70.0	0.76	4.4
10. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	500.	6.4	0.0	46.0		
11. WB DEPART	*	500.0	518.0	0.0	518.0	*	500.	270.	AG	1408.	6.4	0.0	46.0		
12. WB QUEUE	*	548.0	518.0	577.0	518.0	*	29.	90.	AG	603.	100.0	0.0	46.0	0.27	1.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	*	60	25	3.0	1393	1600	140.40	3	3
6. SB QUEUE	*	60	25	3.0	2338	1600	140.40	3	3
9. EB QUEUE	*	60	32	3.0	2339	1600	140.40	3	3
12. WB QUEUE	*	60	32	3.0	500	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	432.0	556.0	5.5	*
2. NE	*	568.0	556.0	5.5	*
3. SW	*	432.0	420.0	5.5	*
4. SE	*	568.0	420.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	*	4.7	4.8	8.5	5.9

10.	*	5.6	4.4	9.8	4.9
20.	*	6.5	4.4	9.0	4.6
30.	*	6.6	4.4	7.3	4.6
40.	*	6.9	4.4	6.4	4.6
50.	*	7.1	4.4	6.2	4.6
60.	*	7.0	4.4	5.8	4.7
70.	*	6.9	4.4	5.5	4.7
80.	*	6.9	4.4	6.0	4.6
90.	*	7.2	4.5	6.2	4.5
100.	*	7.5	4.7	5.9	4.4
110.	*	7.1	4.7	5.4	4.4
120.	*	6.4	4.6	5.0	4.4
130.	*	6.1	4.6	5.0	4.4
140.	*	6.3	4.7	5.0	4.4
150.	*	6.6	4.8	5.2	4.4
160.	*	6.6	5.1	5.3	4.4
170.	*	7.2	5.7	5.1	4.4
180.	*	7.3	6.6	4.6	4.6
190.	*	7.0	7.7	4.4	5.1
200.	*	7.1	7.6	4.4	5.3
210.	*	7.0	6.7	4.4	5.3
220.	*	6.3	6.2	4.4	5.4
230.	*	5.6	6.9	4.4	5.6
240.	*	5.3	7.7	4.4	6.0
250.	*	5.4	7.5	4.4	6.4
260.	*	5.2	7.2	4.4	6.5
270.	*	4.6	6.8	4.7	7.3
280.	*	4.4	6.4	5.6	8.9
290.	*	4.4	6.5	6.5	8.7
300.	*	4.4	6.1	7.0	7.1
310.	*	4.4	5.7	7.4	6.2
320.	*	4.4	5.6	7.7	6.3
330.	*	4.4	5.6	7.8	6.5
340.	*	4.4	5.8	7.6	6.6
350.	*	4.4	5.7	7.6	6.7
360.	*	4.7	4.8	8.5	5.9
MAX	*	7.5	7.7	9.8	8.9
DEGR.	*	100	190	10	280

THE HIGHEST CONCENTRATION IS 9.80 PPM AT 10 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	*	REC1 100	REC2 190	REC3 10	REC4 280
1	*	0.0	0.5	0.0	0.2
2	*	0.4	0.0	0.5	0.0
3	*	0.0	0.6	0.0	1.7
4	*	0.4	0.0	0.8	0.0
5	*	0.0	0.3	0.1	0.2
6	*	1.6	0.0	1.0	0.0
7	*	0.0	0.0	0.4	0.8
8	*	0.1	0.1	0.0	0.0
9	*	0.0	0.0	2.4	1.4
10	*	0.2	0.1	0.0	0.0
11	*	0.0	0.0	0.2	0.2
12	*	0.4	1.7	0.0	0.0

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\MULCAL3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE + P

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	1478.	6.4	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	2945.	6.4	0.0	58.0		
3. NB QUEUE	*	524.0	440.0	524.0	389.6	*	50.	180.	AG	628.	100.0	0.0	58.0	0.46	2.6
4. SB APPROACH	*	476.0	1000.0	476.0	500.0	*	500.	180.	AG	2398.	6.4	0.0	58.0		
5. SB DEPART	*	476.0	500.0	476.0	0.0	*	500.	180.	AG	1853.	6.4	0.0	58.0		
6. SB QUEUE	*	476.0	536.0	476.0	618.6	*	83.	360.	AG	628.	100.0	0.0	58.0	0.75	4.2
7. EB APPROACH	*	0.0	470.0	500.0	470.0	*	500.	90.	AG	2426.	6.4	0.0	70.0		
8. EB DEPART	*	500.0	470.0	1000.0	470.0	*	500.	90.	AG	589.	6.4	0.0	70.0		
9. EB QUEUE	*	452.0	470.0	357.4	470.0	*	95.	270.	AG	1004.	100.0	0.0	70.0	0.79	4.8
10. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	508.	6.4	0.0	46.0		
11. WB DEPART	*	500.0	518.0	0.0	518.0	*	500.	270.	AG	1423.	6.4	0.0	46.0		
12. WB QUEUE	*	548.0	518.0	577.6	518.0	*	30.	90.	AG	603.	100.0	0.0	46.0	0.28	1.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE + P

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOW RATE	IDLE EM FAC	SIGNAL TYPE	ARRIVAL RATE

	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
3. NB QUEUE	*	60	25	3.0	1478	1600	140.40	3	3
6. SB QUEUE	*	60	25	3.0	2398	1600	140.40	3	3
9. EB QUEUE	*	60	32	3.0	2426	1600	140.40	3	3
12. WB QUEUE	*	60	32	3.0	508	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	432.0	556.0	5.5	*
2. NE	*	568.0	556.0	5.5	*
3. SW	*	432.0	420.0	5.5	*
4. SE	*	568.0	420.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE + P

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.7	4.8	8.5	6.0
10.	5.8	4.4	9.9	4.9
20.	6.5	4.4	9.1	4.6
30.	6.8	4.4	7.3	4.6
40.	7.1	4.4	6.4	4.6
50.	7.1	4.4	6.3	4.6
60.	7.1	4.4	5.8	4.7
70.	6.9	4.4	5.6	4.7
80.	6.9	4.4	6.1	4.6
90.	7.2	4.5	6.2	4.5
100.	7.5	4.7	6.0	4.4
110.	7.2	4.7	5.5	4.4
120.	6.4	4.6	5.1	4.4
130.	6.2	4.6	5.0	4.4
140.	6.4	4.7	5.0	4.4
150.	6.7	4.8	5.2	4.4
160.	6.6	5.2	5.3	4.4
170.	7.3	5.8	5.1	4.4
180.	7.3	6.7	4.6	4.6
190.	7.1	7.8	4.4	5.1
200.	7.2	7.8	4.4	5.4
210.	7.2	6.7	4.4	5.4
220.	6.5	6.2	4.4	5.5
230.	5.8	6.9	4.4	5.8
240.	5.5	7.7	4.4	6.2
250.	5.4	7.7	4.4	6.7
260.	5.2	7.4	4.4	6.6
270.	4.6	6.8	4.7	7.5
280.	4.4	6.4	5.7	9.2
290.	4.4	6.5	6.9	8.9
300.	4.4	6.3	7.2	7.2
310.	4.4	5.7	7.7	6.2
320.	4.4	5.6	7.9	6.4
330.	4.4	5.6	7.8	6.5
340.	4.4	5.9	7.6	6.7
350.	4.4	5.7	7.6	6.8
360.	4.7	4.8	8.5	6.0
MAX	7.5	7.8	9.9	9.2
DEGR.	100	190	10	280

THE HIGHEST CONCENTRATION IS 9.90 PPM AT 10 DEGREES FROM REC3 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: MULHOLLAND DR / CALABASAS RD - BASE + P

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	* CO/LINK (PPM) ANGLE (DEGREES) REC1 (100)	REC2 (190)	REC3 (10)	REC4 (280)
1	0.0	0.6	0.0	0.3
2	0.4	0.0	0.5	0.0
3	0.0	0.6	0.0	1.7
4	0.4	0.0	0.9	0.0
5	0.0	0.3	0.1	0.2
6	1.6	0.0	1.0	0.0
7	0.0	0.0	0.4	0.8
8	0.1	0.1	0.0	0.0
9	0.0	0.0	2.4	1.6
10	0.2	0.1	0.0	0.0
11	0.0	0.0	0.2	0.2
12	0.4	1.7	0.0	0.0

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBUR1.DAT

RUN BEGIN ON 08/26/99 AT 12:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	1540.	18.2	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	1139.	18.2	0.0	58.0		
3. NB QUEUE	*	524.0	464.0	524.0	426.1	*	38.	180.	AG	1375.	100.0	0.0	58.0	0.39	1.9
4. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	738.	18.2	0.0	46.0		
5. SB DEPART	*	482.0	500.0	482.0	0.0	*	500.	180.	AG	1303.	18.2	0.0	46.0		
6. SB QUEUE	*	482.0	560.0	482.0	584.2	*	24.	360.	AG	1031.	100.0	0.0	46.0	0.25	1.2
7. EB APPROACH	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	259.	18.2	0.0	46.0		
8. EB DEPART	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	679.	18.2	0.0	46.0		
9. EB QUEUE	*	464.0	482.0	445.7	482.0	*	18.	270.	AG	2234.	100.0	0.0	46.0	0.20	0.9
10. WB APPROACH	*	1000.0	530.0	500.0	530.0	*	500.	270.	AG	768.	18.2	0.0	70.0		
11. WB DEPART	*	500.0	530.0	0.0	530.0	*	500.	270.	AG	184.	18.2	0.0	70.0		
12. WB QUEUE	*	548.0	530.0	580.6	530.0	*	33.	90.	AG	3724.	100.0	0.0	70.0	0.36	1.7

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	18	3.0	1540	1600	427.20	3	3
6. SB QUEUE	60	18	3.0	738	1600	427.20	3	3
9. EB QUEUE	60	39	3.0	259	1600	427.20	3	3
12. WB QUEUE	60	39	3.0	768	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	444.0	580.0	5.5
2. NE	568.0	580.0	5.5
3. SW	444.0	444.0	5.5
4. SE	568.0	444.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.8	10.8	13.7	18.2
10.	11.7	10.4	17.5	14.3
20.	11.8	10.4	17.5	11.7
30.	11.6	10.4	15.4	11.2
40.	11.5	10.4	14.8	11.1
50.	11.4	10.4	15.8	11.3
60.	11.4	10.4	15.5	11.3
70.	11.6	10.4	14.6	11.6
80.	12.2	10.4	15.1	11.4
90.	14.3	10.6	14.9	10.7
100.	17.1	11.3	13.6	10.4
110.	17.6	11.5	12.3	10.4
120.	16.2	11.4	11.9	10.4
130.	13.9	11.5	11.9	10.4
140.	13.4	11.9	12.0	10.4
150.	13.5	12.6	12.3	10.4
160.	14.0	14.4	12.7	10.4
170.	15.1	17.8	12.5	10.4
180.	13.2	21.8	11.1	11.0
190.	10.9	23.5	10.4	12.5
200.	10.6	20.4	10.4	12.7
210.	10.6	16.6	10.4	12.4
220.	10.6	15.1	10.4	12.3
230.	10.6	14.1	10.4	12.5
240.	10.6	12.7	10.4	13.0
250.	10.7	12.1	10.4	14.0
260.	10.7	12.9	10.4	15.1
270.	10.5	12.7	10.5	15.8
280.	10.4	11.6	10.8	16.6
290.	10.4	11.3	10.8	16.2
300.	10.4	11.3	10.7	14.3
310.	10.4	11.4	10.7	13.3
320.	10.4	11.5	10.7	13.1
330.	10.4	11.7	10.6	13.6
340.	10.4	11.9	10.7	14.7
350.	10.4	11.7	11.1	17.7

360.	*	10.8	10.8	13.7	18.2
MAX	*	17.6	23.5	17.5	18.2
DEGR.	*	110	190	10	0

THE HIGHEST CONCENTRATION IS 23.50 PPM AT 190 DEGREES FROM REC2 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #	*	110	190	10	0
1	*	0.0	1.6	0.0	0.0
2	*	0.5	0.1	0.6	0.5
3	*	0.0	1.0	0.0	0.0
4	*	0.4	0.0	0.8	0.0
5	*	0.0	0.7	0.0	0.0
6	*	2.3	0.0	0.6	0.0
7	*	0.0	0.0	0.1	0.0
8	*	0.4	0.2	0.0	0.4
9	*	0.0	0.0	4.9	0.0
10	*	0.6	0.4	0.0	0.3
11	*	0.0	0.0	0.1	0.0
12	*	3.0	9.1	0.0	6.6

RUN ENDED ON 08/26/99 AT 12:37

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBUR2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	2046.	6.4	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	1526.	6.4	0.0	58.0		
3. NB QUEUE	*	524.0	464.0	524.0	416.5	*	48.	180.	AG	427.	100.0	0.0	58.0	0.50	2.4
4. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	984.	6.4	0.0	46.0		
5. SB DEPART	*	482.0	500.0	482.0	0.0	*	500.	180.	AG	1693.	6.4	0.0	46.0		
6. SB QUEUE	*	482.0	560.0	482.0	590.5	*	30.	360.	AG	320.	100.0	0.0	46.0	0.32	1.5
7. EB APPROACH	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	317.	6.4	0.0	46.0		
8. EB DEPART	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	860.	6.4	0.0	46.0		
9. EB QUEUE	*	464.0	482.0	441.0	482.0	*	23.	270.	AG	753.	100.0	0.0	46.0	0.26	1.2
10. WB APPROACH	*	1000.0	530.0	500.0	530.0	*	500.	270.	AG	956.	6.4	0.0	70.0		
11. WB DEPART	*	500.0	530.0	0.0	530.0	*	500.	270.	AG	224.	6.4	0.0	70.0		
12. WB QUEUE	*	548.0	530.0	589.8	530.0	*	42.	90.	AG	1255.	100.0	0.0	70.0	0.48	2.1

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	*	60	17	3.0	2046	1600	140.40	3	3
6. SB QUEUE	*	60	17	3.0	984	1600	140.40	3	3
9. EB QUEUE	*	60	40	3.0	317	1600	140.40	3	3
12. WB QUEUE	*	60	40	3.0	956	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	444.0	580.0	5.5	*
2. NE	*	568.0	580.0	5.5	*
3. SW	*	444.0	444.0	5.5	*
4. SE	*	568.0	444.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	*	4.5	4.6	6.4	7.4

10.	*	5.0	4.4	7.4	6.6
20.	*	5.0	4.4	7.3	5.4
30.	*	5.0	4.4	6.4	4.9
40.	*	4.9	4.4	6.2	4.7
50.	*	4.9	4.4	6.6	4.8
60.	*	4.9	4.4	6.5	4.8
70.	*	5.1	4.4	6.1	4.9
80.	*	5.5	4.4	6.2	4.8
90.	*	6.0	4.5	6.1	4.5
100.	*	7.0	4.8	5.8	4.4
110.	*	7.3	4.9	5.4	4.4
120.	*	6.6	5.0	5.1	4.4
130.	*	5.7	5.1	5.1	4.4
140.	*	5.5	5.5	5.2	4.4
150.	*	5.8	6.0	5.3	4.4
160.	*	5.9	6.9	5.5	4.4
170.	*	6.2	7.9	5.4	4.4
180.	*	5.6	8.5	4.7	4.7
190.	*	4.6	9.3	4.4	5.3
200.	*	4.4	8.3	4.4	5.4
210.	*	4.4	6.8	4.4	5.4
220.	*	4.4	6.1	4.4	5.5
230.	*	4.4	5.8	4.4	5.5
240.	*	4.6	5.3	4.4	5.7
250.	*	4.6	5.2	4.4	6.1
260.	*	4.5	5.3	4.4	6.1
270.	*	4.4	5.3	4.4	6.4
280.	*	4.4	5.0	4.5	6.5
290.	*	4.4	4.8	4.5	6.7
300.	*	4.4	4.8	4.5	5.9
310.	*	4.4	4.8	4.5	5.6
320.	*	4.4	5.0	4.5	5.6
330.	*	4.4	5.0	4.6	5.7
340.	*	4.4	5.1	4.7	6.1
350.	*	4.4	5.0	5.1	7.2
360.	*	4.5	4.6	6.4	7.4
MAX	*	7.3	9.3	7.4	7.4
DEGR.	*	110	190	10	0

THE HIGHEST CONCENTRATION IS 9.30 PPM AT 190 DEGREES FROM REC2 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #	*	110	190	10	0
1	*	0.0	0.7	0.0	0.0
2	*	0.2	0.1	0.3	0.2
3	*	0.0	0.4	0.0	0.0
4	*	0.2	0.0	0.4	0.0
5	*	0.0	0.3	0.0	0.0
6	*	0.7	0.0	0.2	0.0
7	*	0.0	0.0	0.1	0.0
8	*	0.2	0.1	0.0	0.2
9	*	0.0	0.0	2.0	0.0
10	*	0.3	0.2	0.0	0.1
11	*	0.0	0.0	0.0	0.0
12	*	1.3	3.1	0.0	2.5

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBUR3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE + PROJECT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	524.0	0.0	524.0	500.0	*	500.	360.	AG	2080.	6.4	0.0	58.0		
2. NB DEPART	*	524.0	500.0	524.0	1000.0	*	500.	360.	AG	1543.	6.4	0.0	58.0		
3. NB QUEUE	*	524.0	464.0	524.0	415.7	*	48.	180.	AG	427.	100.0	0.0	58.0	0.51	2.5
4. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	993.	6.4	0.0	46.0		
5. SB DEPART	*	482.0	500.0	482.0	0.0	*	500.	180.	AG	1710.	6.4	0.0	46.0		
6. SB QUEUE	*	482.0	560.0	482.0	590.8	*	31.	360.	AG	320.	100.0	0.0	46.0	0.33	1.6
7. EB APPROACH	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	318.	6.4	0.0	46.0		
8. EB DEPART	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	875.	6.4	0.0	46.0		
9. EB QUEUE	*	464.0	482.0	440.8	482.0	*	23.	270.	AG	753.	100.0	0.0	46.0	0.27	1.2
10. WB APPROACH	*	1000.0	530.0	500.0	530.0	*	500.	270.	AG	963.	6.4	0.0	70.0		
11. WB DEPART	*	500.0	530.0	0.0	530.0	*	500.	270.	AG	226.	6.4	0.0	70.0		
12. WB QUEUE	*	548.0	530.0	590.0	530.0	*	42.	90.	AG	1255.	100.0	0.0	70.0	0.48	2.1

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE + PROJECT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOW RATE	IDLE EM FAC	SIGNAL TYPE	ARRIVAL RATE

	*	(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
3. NB QUEUE	*	60	17	3.0	2080	1600	140.40	3	3
6. SB QUEUE	*	60	17	3.0	993	1600	140.40	3	3
9. EB QUEUE	*	60	40	3.0	318	1600	140.40	3	3
12. WB QUEUE	*	60	40	3.0	963	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NW	*	444.0	580.0	5.5
2. NE	*	568.0	580.0	5.5
3. SW	*	444.0	444.0	5.5
4. SE	*	568.0	444.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE + PROJECT

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.5	4.6	6.5	7.5
10.	5.0	4.4	7.4	6.6
20.	5.0	4.4	7.3	5.4
30.	5.0	4.4	6.4	4.9
40.	4.9	4.4	6.2	4.7
50.	4.9	4.4	6.6	4.8
60.	5.0	4.4	6.5	4.8
70.	5.1	4.4	6.1	4.9
80.	5.5	4.4	6.3	4.8
90.	6.0	4.5	6.1	4.5
100.	7.0	4.8	5.8	4.4
110.	7.3	4.9	5.5	4.4
120.	6.6	5.0	5.1	4.4
130.	5.7	5.1	5.1	4.4
140.	5.5	5.5	5.2	4.4
150.	5.8	6.0	5.3	4.4
160.	5.9	6.9	5.5	4.4
170.	6.2	7.9	5.4	4.4
180.	5.6	8.5	4.7	4.7
190.	4.6	9.3	4.4	5.3
200.	4.4	8.3	4.4	5.5
210.	4.4	6.8	4.4	5.5
220.	4.4	6.1	4.4	5.5
230.	4.5	5.8	4.4	5.5
240.	4.6	5.3	4.4	5.8
250.	4.6	5.2	4.4	6.1
260.	4.5	5.3	4.4	6.2
270.	4.4	5.3	4.4	6.4
280.	4.4	5.0	4.5	6.6
290.	4.4	4.8	4.5	6.7
300.	4.4	4.8	4.5	5.9
310.	4.4	4.8	4.5	5.6
320.	4.4	5.0	4.5	5.6
330.	4.4	5.0	4.6	5.7
340.	4.4	5.1	4.7	6.1
350.	4.4	5.0	5.1	7.2
360.	4.5	4.6	6.5	7.5
MAX DEGR.	7.3 (110)	9.3 (190)	7.4 (10)	7.5 (0)

THE HIGHEST CONCENTRATION IS 9.30 PPM AT 190 DEGREES FROM REC2 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / BURBANK - BASE + PROJECT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	* CO/LINK (PPM) ANGLE (DEGREES) REC1 (110)	REC2 (190)	REC3 (10)	REC4 (0)
1	0.0	0.7	0.0	0.0
2	0.2	0.1	0.3	0.3
3	0.0	0.4	0.0	0.0
4	0.2	0.0	0.4	0.0
5	0.0	0.3	0.0	0.0
6	0.7	0.0	0.2	0.0
7	0.0	0.0	0.1	0.0
8	0.2	0.1	0.0	0.2
9	0.0	0.0	2.0	0.0
10	0.3	0.2	0.0	0.1
11	0.0	0.0	0.0	0.0
12	1.3	3.1	0.0	2.5

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALLON1.DAT

RUN BEGIN ON 08/26/99 AT 12:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (FT)				* LENGTH	BRG	TYPE	VPH	EF	H	W	V/C	QUEUE
	* X1	Y1	X2	Y2	* (FT)	(DEG)			(G/MI)	(FT)	(FT)		(VEH)
1. NB APPROACH	* 518.0	0.0	518.0	500.0	* 500.	360.	AG	1851.	18.2	0.0	46.0		
2. NB DEPART	* 518.0	500.0	518.0	1000.0	* 500.	360.	AG	2142.	18.2	0.0	46.0		
3. NB QUEUE	* 518.0	476.0	518.0	415.3	* 61.	180.	AG	1031.	100.0	0.0	46.0	0.63	3.1
4. SB APPROACH	* 482.0	1000.0	482.0	500.0	* 500.	180.	AG	1458.	18.2	0.0	46.0		
5. SB DEPART	* 482.0	500.0	482.0	0.0	* 500.	180.	AG	1756.	18.2	0.0	46.0		
6. SB QUEUE	* 482.0	548.0	482.0	595.8	* 48.	360.	AG	1031.	100.0	0.0	46.0	0.49	2.4
7. EB APPROACH	* 0.0	488.0	500.0	488.0	* 500.	90.	AG	126.	18.2	0.0	34.0		
8. EB DEPART	* 500.0	488.0	1000.0	488.0	* 500.	90.	AG	0.	18.2	0.0	34.0		
9. EB QUEUE	* 464.0	488.0	450.6	488.0	* 13.	270.	AG	1490.	100.0	0.0	34.0	0.15	0.7
10. WB APPROACH	* 1000.0	524.0	500.0	524.0	* 500.	270.	AG	1371.	18.2	0.0	58.0		
11. WB DEPART	* 500.0	524.0	0.0	524.0	* 500.	270.	AG	908.	18.2	0.0	58.0		
12. WB QUEUE	* 536.0	524.0	622.8	524.0	* 87.	90.	AG	2979.	100.0	0.0	58.0	0.80	4.4

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	* CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	* 60	18	3.0	1851	1600	427.20	3	3
6. SB QUEUE	* 60	18	3.0	1458	1600	427.20	3	3
9. EB QUEUE	* 60	39	3.0	126	1600	427.20	3	3
12. WB QUEUE	* 60	39	3.0	1371	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (FT) X	Y	Z *
1. NW	* 444.0	568.0	5.5 *
2. NE	* 556.0	568.0	5.5 *
3. SW	* 444.0	456.0	5.5 *
4. SE	* 556.0	456.0	5.5 *

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	* 11.1	11.4	12.6	19.1
10.	* 13.0	10.4	17.0	17.8
20.	* 13.3	10.4	18.3	18.0
30.	* 13.2	10.4	16.6	18.2
40.	* 13.4	10.4	15.3	16.9
50.	* 13.7	10.4	16.8	14.3
60.	* 14.4	10.4	19.2	12.2
70.	* 14.9	10.4	18.7	11.5
80.	* 14.8	10.4	16.1	11.2
90.	* 16.9	10.9	14.5	10.5
100.	* 21.4	12.7	14.2	10.4
110.	* 22.1	15.5	14.1	10.4
120.	* 18.4	17.7	13.3	10.4
130.	* 14.8	19.5	12.7	10.4
140.	* 14.6	20.1	12.5	10.4
150.	* 15.1	19.8	12.8	10.4
160.	* 15.0	19.2	13.3	10.4
170.	* 15.5	19.2	13.3	10.4
180.	* 12.8	21.0	11.3	11.3
190.	* 10.9	23.7	10.4	13.4
200.	* 10.8	21.7	10.4	13.8
210.	* 10.9	17.9	10.4	14.1
220.	* 11.0	15.9	10.4	14.5
230.	* 11.1	15.0	10.4	14.8
240.	* 11.2	14.0	10.4	15.1
250.	* 11.4	13.7	10.4	15.1
260.	* 11.3	14.9	10.4	14.9
270.	* 10.7	14.7	10.6	15.4
280.	* 10.4	14.1	11.0	16.3
290.	* 10.4	13.3	11.1	16.1
300.	* 10.4	12.6	11.0	14.4
310.	* 10.4	12.4	11.0	13.9
320.	* 10.4	12.6	10.9	14.7
330.	* 10.4	12.9	10.9	15.6
340.	* 10.4	13.4	10.9	17.1
350.	* 10.4	13.4	10.9	19.8

360.	*	11.1	11.4	12.6	19.1
MAX	*	22.1	23.7	19.2	19.8
DEGR.	*	110	190	60	350

THE HIGHEST CONCENTRATION IS 23.70 PPM AT 190 DEGREES FROM REC2 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	*	REC1 110	REC2 190	REC3 60	REC4 350
1	*	0.0	2.1	0.4	0.0
2	*	0.9	0.1	0.4	2.5
3	*	0.0	1.5	0.1	0.0
4	*	0.7	0.0	0.0	0.9
5	*	0.0	1.1	0.9	0.0
6	*	2.3	0.0	0.0	0.0
7	*	0.0	0.0	0.1	0.0
8	*	0.0	0.0	0.0	0.0
9	*	0.0	0.0	0.2	0.0
10	*	1.1	0.7	0.8	0.6
11	*	0.2	0.0	0.0	0.0
12	*	6.5	7.8	5.9	5.4

RUN ENDED ON 08/26/99 AT 12:38

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALLON2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	518.0	0.0	518.0	500.0	*	500.	360.	AG	2418.	6.4	0.0	46.0		
2. NB DEPART	*	518.0	500.0	518.0	1000.0	*	500.	360.	AG	2797.	6.4	0.0	46.0		
3. NB QUEUE	*	518.0	476.0	518.0	396.1	*	80.	180.	AG	320.	100.0	0.0	46.0	0.80	4.1
4. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	2093.	6.4	0.0	46.0		
5. SB DEPART	*	482.0	500.0	482.0	0.0	*	500.	180.	AG	2391.	6.4	0.0	46.0		
6. SB QUEUE	*	482.0	548.0	482.0	612.8	*	65.	360.	AG	320.	100.0	0.0	46.0	0.69	3.3
7. EB APPROACH	*	0.0	488.0	500.0	488.0	*	500.	90.	AG	154.	6.4	0.0	34.0		
8. EB DEPART	*	500.0	488.0	1000.0	488.0	*	500.	90.	AG	0.	6.4	0.0	34.0		
9. EB QUEUE	*	464.0	488.0	447.2	488.0	*	17.	270.	AG	502.	100.0	0.0	34.0	0.19	0.9
10. WB APPROACH	*	1000.0	524.0	500.0	524.0	*	500.	270.	AG	1715.	6.4	0.0	58.0		
11. WB DEPART	*	500.0	524.0	0.0	524.0	*	500.	270.	AG	1192.	6.4	0.0	58.0		
12. WB QUEUE	*	536.0	524.0	1019.9	524.0	*	484.	90.	AG	1004.	100.0	0.0	58.0	1.07	24.6

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	*	60	17	3.0	2418	1600	140.40	3	3
6. SB QUEUE	*	60	17	3.0	2093	1600	140.40	3	3
9. EB QUEUE	*	60	40	3.0	154	1600	140.40	3	3
12. WB QUEUE	*	60	40	3.0	1715	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	444.0	568.0	5.5	*
2. NE	*	556.0	568.0	5.5	*
3. SW	*	444.0	456.0	5.5	*
4. SE	*	556.0	456.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	*	4.8	4.8	5.6	7.6

10.	*	5.7	4.4	7.6	6.9
20.	*	5.9	4.4	7.8	7.1
30.	*	6.0	4.4	7.0	7.3
40.	*	6.1	4.4	6.3	7.3
50.	*	6.2	4.4	6.9	7.6
60.	*	6.2	4.4	8.1	8.1
70.	*	6.1	4.4	9.4	8.8
80.	*	6.2	4.5	10.0	8.0
90.	*	9.0	6.7	6.8	5.1
100.	*	12.2	10.7	5.8	4.4
110.	*	9.7	10.2	5.9	4.4
120.	*	7.4	9.2	6.0	4.4
130.	*	6.3	8.5	5.7	4.4
140.	*	6.1	8.1	5.5	4.4
150.	*	6.2	7.7	5.6	4.4
160.	*	6.6	7.4	5.8	4.4
170.	*	6.8	7.4	5.7	4.4
180.	*	5.5	8.3	4.9	4.9
190.	*	4.6	9.4	4.4	5.8
200.	*	4.6	8.8	4.4	6.1
210.	*	4.6	7.3	4.4	6.3
220.	*	4.6	6.5	4.4	6.4
230.	*	4.7	6.2	4.4	6.3
240.	*	4.7	5.9	4.4	6.3
250.	*	4.8	5.8	4.4	6.1
260.	*	4.8	6.2	4.4	6.0
270.	*	4.6	6.1	4.4	6.2
280.	*	4.4	5.9	4.7	6.7
290.	*	4.4	5.9	4.8	6.4
300.	*	4.4	5.7	4.7	5.9
310.	*	4.4	5.5	4.6	5.9
320.	*	4.4	5.5	4.6	6.2
330.	*	4.4	5.6	4.6	6.6
340.	*	4.4	5.8	4.6	7.2
350.	*	4.4	5.8	4.7	8.0
360.	*	4.8	4.8	5.6	7.6
MAX	*	12.2	10.7	10.0	8.8
DEGR.	*	100	100	80	70

THE HIGHEST CONCENTRATION IS 12.20 PPM AT 100 DEGREES FROM REC1 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIRCLE / LONG VALLEY - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #	*	100	100	80	70
1	*	0.0	0.0	0.3	0.0
2	*	0.4	0.0	0.0	0.0
3	*	0.0	0.0	0.5	0.0
4	*	0.4	0.0	0.0	0.0
5	*	0.0	0.0	0.4	0.0
6	*	0.9	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0
10	*	0.7	0.6	0.4	0.4
11	*	0.0	0.0	0.0	0.0
12	*	5.4	5.7	4.0	4.0

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALLON3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIR / LONG VALLEY - BASE + PRJCT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. NB APPROACH	*	518.0	0.0	518.0	500.0	*	500.	360.	AG	2535.	6.4	0.0	46.0	
2. NB DEPART	*	518.0	500.0	518.0	1000.0	*	500.	360.	AG	2848.	6.4	0.0	46.0	
3. NB QUEUE	*	518.0	476.0	518.0	383.5	*	93.	180.	AG	320.	100.0	0.0	46.0	0.83 4.7
4. SB APPROACH	*	482.0	1000.0	482.0	500.0	*	500.	180.	AG	2119.	6.4	0.0	46.0	
5. SB DEPART	*	482.0	500.0	482.0	0.0	*	500.	180.	AG	2451.	6.4	0.0	46.0	
6. SB QUEUE	*	482.0	548.0	482.0	613.6	*	66.	360.	AG	320.	100.0	0.0	46.0	0.70 3.3
7. EB APPROACH	*	0.0	488.0	500.0	488.0	*	500.	90.	AG	154.	6.4	0.0	34.0	
8. EB DEPART	*	500.0	488.0	1000.0	488.0	*	500.	90.	AG	0.	6.4	0.0	34.0	
9. EB QUEUE	*	464.0	488.0	447.2	488.0	*	17.	270.	AG	502.	100.0	0.0	34.0	0.19 0.9
10. WB APPROACH	*	1000.0	524.0	500.0	524.0	*	500.	270.	AG	1749.	6.4	0.0	58.0	
11. WB DEPART	*	500.0	524.0	0.0	524.0	*	500.	270.	AG	1258.	6.4	0.0	58.0	
12. WB QUEUE	*	536.0	524.0	1112.6	524.0	*	577.	90.	AG	1004.	100.0	0.0	58.0	1.10 29.3

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIR / LONG VALLEY - BASE + PRJCT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOW RATE	IDLE EM FAC	SIGNAL TYPE	ARRIVAL RATE

		(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
3.	NB QUEUE	60	17	3.0	2535	1600	140.40	3	3
6.	SB QUEUE	60	17	3.0	2119	1600	140.40	3	3
9.	EB QUEUE	60	40	3.0	154	1600	140.40	3	3
12.	WB QUEUE	60	40	3.0	1749	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	444.0	568.0	5.5
2. NE	556.0	568.0	5.5
3. SW	444.0	456.0	5.5
4. SE	556.0	456.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIR / LONG VALLEY - BASE + PRJCT

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.8	4.8	5.6	7.6
10.	5.7	4.4	7.6	7.0
20.	5.9	4.4	7.8	7.1
30.	6.1	4.4	7.0	7.3
40.	6.1	4.4	6.3	7.3
50.	6.2	4.4	6.9	7.6
60.	6.2	4.4	8.1	8.1
70.	6.1	4.4	9.4	8.8
80.	6.2	4.5	10.3	8.7
90.	9.3	7.2	7.2	5.4
100.	12.5	11.1	5.8	4.4
110.	9.8	10.3	5.9	4.4
120.	7.4	9.2	6.0	4.4
130.	6.4	8.5	5.9	4.4
140.	6.2	8.1	5.7	4.4
150.	6.5	7.7	5.6	4.4
160.	6.7	7.4	5.8	4.4
170.	6.9	7.4	5.8	4.4
180.	5.5	8.3	4.9	4.9
190.	4.6	9.6	4.4	5.9
200.	4.6	8.8	4.4	6.4
210.	4.6	7.4	4.4	6.5
220.	4.7	6.5	4.4	6.5
230.	4.7	6.3	4.4	6.4
240.	4.7	6.0	4.4	6.3
250.	4.8	5.8	4.4	6.2
260.	4.8	6.2	4.4	6.0
270.	4.6	6.1	4.4	6.3
280.	4.4	5.9	4.8	6.7
290.	4.4	5.9	4.8	6.5
300.	4.4	5.8	4.7	6.0
310.	4.4	5.5	4.6	5.9
320.	4.4	5.5	4.6	6.2
330.	4.4	5.6	4.6	6.7
340.	4.4	5.9	4.6	7.3
350.	4.4	5.8	4.7	8.1
360.	4.8	4.8	5.6	7.6
MAX DEGR.	12.5 100	11.1 100	10.3 80	8.8 70

THE HIGHEST CONCENTRATION IS 12.50 PPM AT 100 DEGREES FROM REC1 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY CIR / LONG VALLEY - BASE + PRJCT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	100	80	70
1	0.0	0.0	0.3	0.0
2	0.4	0.0	0.0	0.0
3	0.0	0.0	0.5	0.0
4	0.4	0.0	0.0	0.0
5	0.0	0.0	0.4	0.0
6	0.9	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0
10	0.7	0.6	0.4	0.4
11	0.0	0.0	0.0	0.0
12	5.7	6.1	4.3	4.0

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALVEN1.DAT

RUN BEGIN ON 08/26/99 AT 12:38

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	* X1	Y1	X2	Y2	*									
1. NB APPROACH	* 518.0	0.0	518.0	500.0	*	500.	360.	AG	2144.	18.2	0.0	46.0		
2. NB DEPART	* 518.0	500.0	518.0	1000.0	*	500.	360.	AG	2045.	18.2	0.0	46.0		
3. NB QUEUE	* 518.0	500.0	518.0	476.6	*	23.	180.	AG	344.	100.0	0.0	46.0	0.55	1.2
4. SB APPROACH	* 470.0	1000.0	470.0	500.0	*	500.	180.	AG	1204.	18.2	0.0	70.0		
5. SB DEPART	* 470.0	500.0	470.0	0.0	*	500.	180.	AG	1432.	18.2	0.0	70.0		
6. SB QUEUE	* 470.0	536.0	470.0	543.9	*	8.	360.	AG	573.	100.0	0.0	70.0	0.18	0.4
7. EB DEPART	* 500.0	500.0	1000.0	500.0	*	500.	90.	AG	285.	18.2	0.0	46.0		
8. WB APPROACH	* 1000.0	518.0	500.0	518.0	*	500.	270.	AG	414.	18.2	0.0	46.0		
9. WB QUEUE	* 536.0	518.0	955.1	518.0	*	419.	90.	AG	2922.	100.0	0.0	46.0	1.30	21.3

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	6	3.0	2144	1600	427.20	3	3
6. SB QUEUE	60	6	3.0	1204	1600	427.20	3	3
9. WB QUEUE	60	51	3.0	414	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	420.0	556.0	5.5
2. NE	556.0	556.0	5.5
3. SW	420.0	480.0	5.5
4. SE	556.0	480.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.8	11.4	11.0	20.3
10.	12.0	10.4	12.3	19.0
20.	12.6	10.4	12.7	19.1
30.	12.3	10.4	12.4	19.9
40.	12.1	10.4	12.3	20.8
50.	11.9	10.4	12.2	21.9
60.	11.7	10.4	13.1	23.7
70.	11.7	10.4	18.8	27.1
80.	12.1	10.7	27.3	28.3
90.	19.8	16.9	20.4	17.4
100.	27.2	28.0	12.3	10.8
110.	18.9	26.4	11.9	10.4
120.	13.9	23.6	11.8	10.4
130.	12.6	21.9	12.0	10.4
140.	12.3	20.7	12.2	10.4
150.	12.4	19.8	12.5	10.4
160.	12.9	19.0	12.9	10.4
170.	12.6	18.9	12.4	10.5
180.	11.1	20.4	10.9	11.5
190.	10.4	22.2	10.4	13.4
200.	10.4	20.6	10.4	13.4
210.	10.4	17.7	10.4	12.9
220.	10.4	15.4	10.4	12.6
230.	10.4	13.8	10.4	12.3
240.	10.4	12.4	10.4	12.2
250.	10.4	12.2	10.4	12.2
260.	10.4	12.2	10.4	12.4
270.	10.4	12.1	10.4	12.9
280.	10.4	11.9	10.4	13.2
290.	10.4	12.0	10.4	13.2
300.	10.4	12.1	10.4	13.3
310.	10.4	12.2	10.4	14.3
320.	10.4	12.4	10.4	15.3
330.	10.4	12.7	10.4	17.1
340.	10.4	13.1	10.4	20.1
350.	10.4	13.2	10.4	21.9
360.	10.8	11.4	11.0	20.3
MAX	27.2	28.0	27.3	28.3
DEGR.	100	100	80	80

THE HIGHEST CONCENTRATION IS 28.30 PPM AT 80 DEGREES FROM REC4 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	100	80	80
1	0.0	0.0	0.4	0.0
2	0.7	0.0	0.3	0.0
3	0.0	0.0	0.3	0.0
4	0.6	0.0	0.1	0.0
5	0.0	0.0	0.6	0.0
6	0.4	0.0	0.0	0.0
7	0.2	0.2	0.3	0.5
8	0.4	0.5	0.4	0.5
9	14.5	16.9	14.5	16.9

RUN ENDED ON 08/26/99 AT 12:38

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALVEN2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	518.0	0.0	518.0	500.0	500.	360.	AG	2800.	6.4	0.0	46.0		
2. NB DEPART	518.0	500.0	518.0	1000.0	500.	360.	AG	2671.	6.4	0.0	46.0		
3. NB QUEUE	518.0	500.0	518.0	469.4	31.	180.	AG	113.	100.0	0.0	46.0	0.71	1.6
4. SB APPROACH	470.0	1000.0	470.0	500.0	500.	180.	AG	1801.	6.4	0.0	70.0		
5. SB DEPART	470.0	500.0	470.0	0.0	500.	180.	AG	2061.	6.4	0.0	70.0		
6. SB QUEUE	470.0	536.0	470.0	547.8	12.	360.	AG	188.	100.0	0.0	70.0	0.28	0.6
7. EB DEPART	500.0	500.0	1000.0	500.0	500.	90.	AG	390.	6.4	0.0	46.0		
8. WB APPROACH	1000.0	518.0	500.0	518.0	500.	270.	AG	521.	6.4	0.0	46.0		
9. WB QUEUE	536.0	518.0	1326.1	518.0	790.	90.	AG	960.	100.0	0.0	46.0	1.63	40.1

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	6	3.0	2800	1600	140.40	3	3
6. SB QUEUE	60	6	3.0	1801	1600	140.40	3	3
9. WB QUEUE	60	51	3.0	521	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	420.0	556.0	5.5
2. NE	556.0	556.0	5.5
3. SW	420.0	480.0	5.5
4. SE	556.0	480.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.6	4.8	4.6	7.9
10.	5.2	4.4	5.3	7.3
20.	5.5	4.4	5.6	7.3
30.	5.4	4.4	5.4	7.6
40.	5.2	4.4	5.2	7.9
50.	5.2	4.4	5.3	8.2
60.	5.0	4.4	5.4	8.8
70.	5.0	4.4	7.3	10.1
80.	5.2	4.6	10.9	11.6
90.	9.0	8.1	9.3	8.3
100.	10.9	11.4	5.3	4.7
110.	7.4	9.8	5.1	4.4
120.	5.8	8.8	5.1	4.4
130.	5.3	8.2	5.2	4.4

140.	*	5.2	7.9	5.3	4.4
150.	*	5.5	7.6	5.4	4.4
160.	*	5.7	7.3	5.6	4.4
170.	*	5.5	7.3	5.4	4.4
180.	*	4.7	8.0	4.7	4.9
190.	*	4.4	8.9	4.4	5.8
200.	*	4.4	8.4	4.4	5.9
210.	*	4.4	7.2	4.4	5.6
220.	*	4.4	6.5	4.4	5.4
230.	*	4.4	5.8	4.4	5.3
240.	*	4.4	5.4	4.4	5.4
250.	*	4.4	5.2	4.4	5.3
260.	*	4.4	5.3	4.4	5.4
270.	*	4.4	5.2	4.4	5.6
280.	*	4.4	5.1	4.4	5.6
290.	*	4.4	5.2	4.4	5.6
300.	*	4.4	5.2	4.4	5.8
310.	*	4.4	5.3	4.4	6.0
320.	*	4.4	5.3	4.4	6.3
330.	*	4.4	5.4	4.4	6.9
340.	*	4.4	5.7	4.4	8.1
350.	*	4.4	5.6	4.4	8.7
360.	*	4.6	4.8	4.6	7.9
MAX	*	10.9	11.4	10.9	11.6
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 11.60 PPM AT 80 DEGREES FROM REC4 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY @ VENTURA - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	100	80	80
1	0.0	0.0	0.2	0.0
2	0.3	0.0	0.1	0.0
3	0.0	0.0	0.1	0.0
4	0.3	0.0	0.0	0.0
5	0.0	0.0	0.3	0.0
6	0.2	0.0	0.0	0.0
7	0.1	0.1	0.1	0.3
8	0.2	0.2	0.2	0.2
9	5.4	6.7	5.5	6.7

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALVEN3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY / VENTURA - BASE + PROJECT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	518.0	0.0	518.0	500.0	*	500.	360.	AG	2852.	6.4	0.0	46.0		
2. NB DEPART	*	518.0	500.0	518.0	1000.0	*	500.	360.	AG	2708.	6.4	0.0	46.0		
3. NB QUEUE	*	518.0	500.0	518.0	471.8	*	28.	180.	AG	113.	100.0	0.0	46.0	0.66	1.4
4. SB APPROACH	*	470.0	1000.0	470.0	500.0	*	500.	180.	AG	1819.	6.4	0.0	70.0		
5. SB DEPART	*	470.0	500.0	470.0	0.0	*	500.	180.	AG	2086.	6.4	0.0	70.0		
6. SB QUEUE	*	470.0	536.0	470.0	547.9	*	12.	360.	AG	188.	100.0	0.0	70.0	0.28	0.6
7. EB DEPART	*	500.0	500.0	1000.0	500.0	*	500.	90.	AG	405.	6.4	0.0	46.0		
8. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	528.	6.4	0.0	46.0		
9. WB QUEUE	*	536.0	518.0	1357.9	518.0	*	822.	90.	AG	960.	100.0	0.0	46.0	1.66	41.8

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY / VENTURA - BASE + PROJECT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	6	3.0	2582	1600	140.40	3	3
6. SB QUEUE	60	6	3.0	1819	1600	140.40	3	3
9. WB QUEUE	60	51	3.0	528	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	420.0	556.0	5.5
2. NE	556.0	556.0	5.5
3. SW	420.0	480.0	5.5
4. SE	556.0	480.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY / VENTURA - BASE + PROJECT

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.6	4.8	4.6	7.9
10.	5.2	4.4	5.3	7.3
20.	5.5	4.4	5.6	7.3
30.	5.4	4.4	5.4	7.6
40.	5.2	4.4	5.3	7.9
50.	5.2	4.4	5.3	8.2
60.	5.0	4.4	5.4	8.8
70.	5.0	4.4	7.2	9.9
80.	5.2	4.6	10.9	11.7
90.	9.1	8.2	9.3	8.4
100.	11.0	11.5	5.3	4.7
110.	7.4	9.8	5.1	4.4
120.	5.8	8.8	5.1	4.4
130.	5.3	8.2	5.2	4.4
140.	5.2	7.9	5.3	4.4
150.	5.5	7.6	5.4	4.4
160.	5.7	7.3	5.6	4.4
170.	5.5	7.3	5.4	4.4
180.	4.7	8.0	4.7	4.9
190.	4.4	9.0	4.4	5.8
200.	4.4	8.4	4.4	5.9
210.	4.4	7.3	4.4	5.6
220.	4.4	6.5	4.4	5.5
230.	4.4	5.8	4.4	5.3
240.	4.4	5.4	4.4	5.3
250.	4.4	5.2	4.4	5.3
260.	4.4	5.3	4.4	5.4
270.	4.4	5.2	4.4	5.6
280.	4.4	5.1	4.4	5.6
290.	4.4	5.2	4.4	5.6
300.	4.4	5.2	4.4	5.9
310.	4.4	5.3	4.4	6.0
320.	4.4	5.4	4.4	6.4
330.	4.4	5.5	4.4	6.9
340.	4.4	5.7	4.4	8.1
350.	4.4	5.6	4.4	8.7
360.	4.6	4.8	4.6	7.9
MAX DEGR.	11.0 100	11.5 100	10.9 80	11.7 80

THE HIGHEST CONCENTRATION IS 11.70 PPM AT 80 DEGREES FROM REC4 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALLEY / VENTURA - BASE + PROJECT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	100	80	80
1	0.0	0.0	0.2	0.0
2	0.3	0.0	0.1	0.0
3	0.0	0.0	0.1	0.0
4	0.3	0.0	0.0	0.0
5	0.0	0.0	0.3	0.0
6	0.2	0.0	0.0	0.0
7	0.1	0.1	0.1	0.3
8	0.2	0.2	0.2	0.2
9	5.5	6.8	5.5	6.8

RUN ENDED ON 08/26/99 AT 15:17

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBREN1.DAT

RUN BEGIN ON 08/26/99 AT 12:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB APPROACH	*	512.0	0.0	512.0	500.0	*	500.	360.	AG	605.	18.2	0.0	34.0		
2. NB DEPART	*	512.0	500.0	512.0	1000.0	*	500.	360.	AG	555.	18.2	0.0	34.0		
3. NB QUEUE	*	512.0	488.0	512.0	456.6	*	31.	180.	AG	726.	100.0	0.0	34.0	0.31	1.6
4. SB APPROACH	*	488.0	1000.0	488.0	500.0	*	500.	180.	AG	494.	18.2	0.0	34.0		
5. SB DEPART	*	488.0	500.0	488.0	0.0	*	500.	180.	AG	668.	18.2	0.0	34.0		
6. SB QUEUE	*	488.0	512.0	488.0	537.7	*	26.	360.	AG	726.	100.0	0.0	34.0	0.26	1.3
7. EB APPROACH	*	0.0	494.0	500.0	494.0	*	500.	90.	AG	23.	18.2	0.0	22.0		
8. EB DEPART	*	500.0	494.0	1000.0	494.0	*	500.	90.	AG	377.	18.2	0.0	22.0		
9. EB QUEUE	*	476.0	494.0	471.2	494.0	*	5.	270.	AG	726.	100.0	0.0	22.0	0.05	0.2
10. WB APPROACH	*	1000.0	506.0	500.0	506.0	*	500.	270.	AG	525.	18.2	0.0	22.0		
11. WB DEPART	*	500.0	506.0	0.0	506.0	*	500.	270.	AG	47.	18.2	0.0	22.0		
12. WB QUEUE	*	524.0	506.0	1462.4	506.0	*	938.	90.	AG	726.	100.0	0.0	22.0	1.16	47.7

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	60	19	3.0	605	1600	427.20	3	3
6. SB QUEUE	60	19	3.0	494	1600	427.20	3	3
9. EB QUEUE	60	38	3.0	23	1600	427.20	3	3
12. WB QUEUE	60	38	3.0	525	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	456.0	532.0	5.5
2. NE	544.0	532.0	5.5
3. SW	456.0	468.0	5.5
4. SE	544.0	468.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.8	10.8	10.8	13.0
10.	11.4	10.4	11.7	12.6
20.	11.3	10.4	12.5	12.8
30.	11.1	10.4	12.9	12.8
40.	11.0	10.4	12.4	12.9
50.	11.0	10.4	12.1	13.3
60.	11.1	10.4	13.2	13.8
70.	11.4	10.4	15.4	14.5
80.	12.3	10.6	17.9	15.8
90.	17.3	14.6	15.8	13.3
100.	19.1	17.0	12.1	10.5
110.	15.7	15.2	11.4	10.4
120.	13.4	14.2	11.1	10.4
130.	13.0	13.7	11.1	10.4
140.	12.8	13.3	11.2	10.4
150.	12.4	13.3	11.3	10.4
160.	11.9	13.1	11.5	10.4
170.	11.8	12.9	11.6	10.4
180.	10.9	13.5	10.9	10.8
190.	10.4	14.6	10.4	11.6
200.	10.4	15.2	10.4	11.5
210.	10.4	15.0	10.4	11.3
220.	10.4	13.6	10.4	11.2
230.	10.4	12.2	10.4	11.3
240.	10.4	11.7	10.4	11.6
250.	10.4	11.9	10.4	12.1
260.	10.5	12.5	10.4	12.8
270.	10.4	12.2	10.4	13.1
280.	10.4	11.4	10.4	13.2
290.	10.4	11.0	10.4	13.2
300.	10.4	10.9	10.4	12.8
310.	10.4	11.0	10.4	13.1
320.	10.4	11.1	10.4	13.1
330.	10.4	11.1	10.4	13.0
340.	10.4	11.3	10.4	13.3
350.	10.4	11.5	10.4	13.7

360.	*	10.8	10.8	10.8	13.0
MAX	*	19.1	17.0	17.9	15.8
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 19.10 PPM AT 100 DEGREES FROM REC1 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	* CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	* REC1 100	REC2 100	REC3 80	REC4 80
1	* 0.0	0.0	0.2	0.0
2	* 0.2	0.0	0.0	0.0
3	* 0.0	0.0	1.5	0.0
4	* 0.3	0.0	0.0	0.0
5	* 0.0	0.0	0.3	0.0
6	* 2.1	0.0	0.0	0.0
7	* 0.0	0.0	0.0	0.0
8	* 0.4	0.4	0.5	0.5
9	* 0.0	0.0	0.0	0.0
10	* 0.7	0.7	0.5	0.5
11	* 0.0	0.0	0.0	0.0
12	* 5.0	5.5	4.5	4.4

RUN ENDED ON 08/26/99 AT 12:37

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBREN2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	512.0	0.0	512.0	500.0	*	500.	360.	AG	765.	6.4	0.0	34.0		
2. NB DEPART	*	512.0	500.0	512.0	1000.0	*	500.	360.	AG	710.	6.4	0.0	34.0		
3. NB QUEUE	*	512.0	488.0	512.0	449.9	*	38.	180.	AG	239.	100.0	0.0	34.0	0.38	1.9
4. SB APPROACH	*	488.0	1000.0	488.0	500.0	*	500.	180.	AG	640.	6.4	0.0	34.0		
5. SB DEPART	*	488.0	500.0	488.0	0.0	*	500.	180.	AG	846.	6.4	0.0	34.0		
6. SB QUEUE	*	488.0	512.0	488.0	545.2	*	33.	360.	AG	239.	100.0	0.0	34.0	0.33	1.7
7. EB APPROACH	*	0.0	494.0	500.0	494.0	*	500.	90.	AG	29.	6.4	0.0	22.0		
8. EB DEPART	*	500.0	494.0	1000.0	494.0	*	500.	90.	AG	467.	6.4	0.0	22.0		
9. EB QUEUE	*	476.0	494.0	470.0	494.0	*	6.	270.	AG	239.	100.0	0.0	22.0	0.06	0.3
10. WB APPROACH	*	1000.0	506.0	500.0	506.0	*	500.	270.	AG	646.	6.4	0.0	22.0		
11. WB DEPART	*	500.0	506.0	0.0	506.0	*	500.	270.	AG	57.	6.4	0.0	22.0		
12. WB QUEUE	*	524.0	506.0	2706.3	506.0	*	2182.	90.	AG	239.	100.0	0.0	22.0	1.43	110.9

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. NB QUEUE	*	60	19	3.0	735	1600	140.40	3	3
6. SB QUEUE	*	60	19	3.0	640	1600	140.40	3	3
9. EB QUEUE	*	60	38	3.0	29	1600	140.40	3	3
12. WB QUEUE	*	60	38	3.0	646	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	456.0	532.0	5.5	*
2. NE	*	544.0	532.0	5.5	*
3. SW	*	456.0	468.0	5.5	*
4. SE	*	544.0	468.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	* 4.5	4.5	4.5	5.3

10.	*	4.9	4.4	5.1	5.2
20.	*	4.8	4.4	5.3	5.2
30.	*	4.8	4.4	5.4	5.2
40.	*	4.7	4.4	5.2	5.3
50.	*	4.7	4.4	5.0	5.4
60.	*	4.8	4.4	5.5	5.6
70.	*	5.0	4.4	6.3	5.9
80.	*	5.3	4.5	7.2	6.4
90.	*	7.3	6.3	6.7	5.8
100.	*	7.5	6.8	5.3	4.5
110.	*	6.2	6.0	4.9	4.4
120.	*	5.6	5.7	4.8	4.4
130.	*	5.4	5.6	4.7	4.4
140.	*	5.3	5.4	4.7	4.4
150.	*	5.3	5.4	4.8	4.4
160.	*	5.1	5.3	4.9	4.4
170.	*	5.1	5.3	5.0	4.4
180.	*	4.7	5.6	4.6	4.5
190.	*	4.4	6.0	4.4	4.9
200.	*	4.4	6.2	4.4	4.9
210.	*	4.4	6.1	4.4	4.8
220.	*	4.4	5.7	4.4	4.9
230.	*	4.4	5.1	4.4	4.9
240.	*	4.4	5.0	4.4	5.1
250.	*	4.4	5.0	4.4	5.2
260.	*	4.4	5.1	4.4	5.3
270.	*	4.4	5.1	4.4	5.3
280.	*	4.4	5.0	4.4	5.3
290.	*	4.4	4.7	4.4	5.3
300.	*	4.4	4.6	4.4	5.2
310.	*	4.4	4.7	4.4	5.4
320.	*	4.4	4.7	4.4	5.5
330.	*	4.4	4.7	4.4	5.4
340.	*	4.4	4.8	4.4	5.5
350.	*	4.4	4.9	4.4	5.7
360.	*	4.5	4.5	4.5	5.3
MAX	*	7.5	6.8	7.2	6.4
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 7.50 PPM AT 100 DEGREES FROM REC1 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR ROAD / BRENFORD ST - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
		REC1	REC2	REC3	REC4
LINK #	*	100	100	80	80
1	*	0.0	0.0	0.1	0.0
2	*	0.1	0.0	0.0	0.0
3	*	0.0	0.0	0.5	0.0
4	*	0.1	0.0	0.0	0.0
5	*	0.0	0.0	0.2	0.0
6	*	0.7	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0
8	*	0.2	0.2	0.2	0.2
9	*	0.0	0.0	0.0	0.0
10	*	0.3	0.3	0.2	0.2
11	*	0.0	0.0	0.0	0.0
12	*	1.7	1.9	1.6	1.6

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALBREN3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / BRENFORD ST - BASE + PROJECT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C QUEUE (VEH)
1. NB APPROACH	*	512.0	0.0	512.0	500.0	*	500.	360.	AG	769.	6.4	0.0	34.0	
2. NB DEPART	*	512.0	500.0	512.0	1000.0	*	500.	360.	AG	714.	6.4	0.0	34.0	
3. NB QUEUE	*	512.0	488.0	512.0	450.2	*	38.	180.	AG	226.	100.0	0.0	34.0	0.39 1.9
4. SB APPROACH	*	488.0	1000.0	488.0	500.0	*	500.	180.	AG	647.	6.4	0.0	34.0	
5. SB DEPART	*	488.0	500.0	488.0	0.0	*	500.	180.	AG	853.	6.4	0.0	34.0	
6. SB QUEUE	*	488.0	512.0	488.0	543.8	*	32.	360.	AG	226.	100.0	0.0	34.0	0.33 1.6
7. EB APPROACH	*	0.0	494.0	500.0	494.0	*	500.	90.	AG	29.	6.4	0.0	22.0	
8. EB DEPART	*	500.0	494.0	1000.0	494.0	*	500.	90.	AG	467.	6.4	0.0	22.0	
9. EB QUEUE	*	476.0	494.0	469.8	494.0	*	6.	270.	AG	245.	100.0	0.0	22.0	0.07 0.3
10. WB APPROACH	*	1000.0	506.0	500.0	506.0	*	500.	270.	AG	646.	6.4	0.0	22.0	
11. WB DEPART	*	500.0	506.0	0.0	506.0	*	500.	270.	AG	57.	6.4	0.0	22.0	
12. WB QUEUE	*	524.0	506.0	2980.3	506.0	*	2456.	90.	AG	245.	100.0	0.0	22.0	1.52 124.8

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / BRENFORD ST - BASE + PROJECT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH	RED TIME	CLEARANCE LOST TIME	APPROACH VOL	SATURATION FLOW RATE	IDLE EM FAC	SIGNAL TYPE	ARRIVAL RATE

		(SEC)	(SEC)	(SEC)	(VPH)	(VPH)	(gm/hr)		
3.	NB QUEUE	60	18	3.0	769	1600	140.40	3	3
6.	SB QUEUE	60	18	3.0	647	1600	140.40	3	3
9.	EB QUEUE	60	39	3.0	29	1600	140.40	3	3
12.	WB QUEUE	60	39	3.0	646	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	456.0	532.0	5.5
2. NE	544.0	532.0	5.5
3. SW	456.0	468.0	5.5
4. SE	544.0	468.0	5.5

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / BRENFORD ST - BASE + PROJECT

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.5	4.5	4.6	5.4
10.	4.9	4.4	5.0	5.2
20.	4.8	4.4	5.3	5.3
30.	4.8	4.4	5.4	5.2
40.	4.7	4.4	5.2	5.3
50.	4.7	4.4	5.0	5.4
60.	4.8	4.4	5.5	5.6
70.	4.9	4.4	6.3	5.9
80.	5.3	4.5	7.2	6.4
90.	7.4	6.4	6.7	5.9
100.	7.6	6.9	5.2	4.5
110.	6.2	6.0	4.9	4.4
120.	5.6	5.8	4.8	4.4
130.	5.3	5.6	4.7	4.4
140.	5.3	5.4	4.7	4.4
150.	5.2	5.4	4.8	4.4
160.	5.1	5.3	4.9	4.4
170.	5.1	5.3	5.0	4.4
180.	4.7	5.6	4.6	4.5
190.	4.4	6.0	4.4	4.9
200.	4.4	6.2	4.4	4.9
210.	4.4	6.1	4.4	4.8
220.	4.4	5.7	4.4	4.9
230.	4.4	5.1	4.4	4.9
240.	4.4	5.0	4.4	5.1
250.	4.4	5.0	4.4	5.2
260.	4.4	5.1	4.4	5.2
270.	4.4	5.1	4.4	5.3
280.	4.4	4.9	4.4	5.3
290.	4.4	4.7	4.4	5.3
300.	4.4	4.6	4.4	5.3
310.	4.4	4.7	4.4	5.3
320.	4.4	4.7	4.4	5.5
330.	4.4	4.7	4.4	5.4
340.	4.4	4.8	4.4	5.5
350.	4.4	4.9	4.4	5.7
360.	4.5	4.5	4.6	5.4
MAX DEGR.	7.6 (100)	6.9 (100)	7.2 (80)	6.4 (80)

THE HIGHEST CONCENTRATION IS 7.60 PPM AT 100 DEGREES FROM REC1 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / BRENFORD ST - BASE + PROJECT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	100	100	80	80
1	0.0	0.0	0.1	0.0
2	0.1	0.0	0.0	0.0
3	0.0	0.0	0.5	0.0
4	0.1	0.0	0.0	0.0
5	0.0	0.0	0.2	0.0
6	0.7	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.2	0.2	0.2	0.2
9	0.0	0.0	0.0	0.0
10	0.3	0.3	0.2	0.2
11	0.0	0.0	0.0	0.0
12	1.8	2.0	1.6	1.6

RUN ENDED ON 08/26/99 AT 15:16

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALMUL1.DAT

RUN BEGIN ON 08/26/99 AT 12:38

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - EXISTING

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 10.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. NB APPROACH	*	518.0	0.0	518.0	500.0	*	500.	360.	AG	648.	18.2	0.0	46.0		
2. NB QUEUE	*	518.0	464.0	518.0	417.9	*	46.	180.	AG	2234.	100.0	0.0	46.0	0.51	2.3
3. SB DEPART	*	500.0	500.0	500.0	0.0	*	500.	180.	AG	627.	18.2	0.0	46.0		
4. EB APPROACH	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	878.	18.2	0.0	46.0		
5. EB DEPART	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	559.	18.2	0.0	46.0		
6. EB QUEUE	*	500.0	482.0	471.3	482.0	*	29.	270.	AG	1031.	100.0	0.0	46.0	0.30	1.5
7. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	580.	18.2	0.0	46.0		
8. WB DEPART	*	500.0	518.0	0.0	518.0	*	500.	270.	AG	920.	18.2	0.0	46.0		
9. WB QUEUE	*	536.0	518.0	555.0	518.0	*	19.	90.	AG	1031.	100.0	0.0	46.0	0.20	1.0

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - EXISTING

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NB QUEUE	60	39	3.0	648	1600	427.20	3	3
6. EB QUEUE	60	18	3.0	878	1600	427.20	3	3
9. WB QUEUE	60	18	3.0	580	1600	427.20	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	480.0	556.0	5.5
2. NE	556.0	556.0	5.5
3. SW	480.0	444.0	5.5
4. SE	556.0	444.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - EXISTING

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	10.4	10.4	14.5	11.9
10.	10.4	10.4	14.5	11.1
20.	10.4	10.4	14.1	10.9
30.	10.4	10.4	13.8	10.9
40.	10.4	10.4	14.4	10.9
50.	10.4	10.4	14.7	11.1
60.	10.4	10.4	15.3	11.1
70.	10.4	10.4	17.1	11.3
80.	10.4	10.4	18.3	11.3
90.	10.8	10.7	17.9	10.6
100.	11.7	11.3	17.4	10.4
110.	12.2	11.4	17.2	10.4
120.	12.1	11.2	15.7	10.4
130.	11.9	11.1	14.2	10.4
140.	11.5	11.0	13.0	10.4
150.	13.3	10.9	12.3	10.4
160.	16.2	11.0	11.9	10.4
170.	16.9	11.2	12.3	10.4
180.	14.5	13.2	11.7	10.8
190.	12.0	17.0	10.7	11.6
200.	11.4	17.5	10.5	11.6
210.	11.3	15.4	10.5	12.1
220.	11.4	13.6	10.5	12.8
230.	11.4	12.8	10.5	14.0
240.	11.6	11.9	10.4	15.6
250.	11.9	11.8	10.4	17.1
260.	11.9	12.0	10.4	17.3
270.	10.9	11.0	10.9	18.1
280.	10.4	10.4	11.9	19.4
290.	10.4	10.4	11.9	18.7
300.	10.4	10.4	11.6	16.7
310.	10.4	10.4	11.6	14.7
320.	10.4	10.4	11.5	12.6
330.	10.4	10.4	11.7	11.6
340.	10.4	10.4	12.2	11.6
350.	10.4	10.4	13.3	12.3
360.	10.4	10.4	14.5	11.9
MAX	16.9	17.5	18.3	19.4
DEGR.	170	200	80	280

THE HIGHEST CONCENTRATION IS 19.40 PPM AT 280 DEGREES FROM REC4 .

1 PAGE 4

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - EXISTING

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	REC1 170	REC2 200	REC3 80	REC4 280
1	0.7	0.5	0.3	0.3
2	2.5	3.4	6.2	6.2
3	0.8	0.5	0.4	0.3
4	0.3	0.0	0.0	1.0
5	0.1	0.2	0.7	0.0
6	1.6	0.0	0.0	0.6
7	0.0	0.3	0.3	0.0
8	0.5	0.0	0.0	0.6
9	0.0	2.2	0.0	0.0

RUN ENDED ON 08/26/99 AT 12:38

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALMUL2.DAT

RUN BEGIN ON 08/26/99 AT 14:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	518.0	0.0	518.0	500.0	500.	360.	AG	822.	6.4	0.0	46.0		
2. NB QUEUE	518.0	464.0	518.0	401.9	62.	180.	AG	753.	100.0	0.0	46.0	0.69	3.2
3. SB DEPART	500.0	500.0	500.0	0.0	500.	180.	AG	800.	6.4	0.0	46.0		
4. EB APPROACH	0.0	482.0	500.0	482.0	500.	90.	AG	1175.	6.4	0.0	46.0		
5. EB DEPART	500.0	482.0	1000.0	482.0	500.	90.	AG	753.	6.4	0.0	46.0		
6. EB QUEUE	500.0	482.0	463.7	482.0	36.	270.	AG	320.	100.0	0.0	46.0	0.39	1.8
7. WB APPROACH	1000.0	518.0	500.0	518.0	500.	270.	AG	748.	6.4	0.0	46.0		
8. WB DEPART	500.0	518.0	0.0	518.0	500.	270.	AG	1192.	6.4	0.0	46.0		
9. WB QUEUE	536.0	518.0	559.1	518.0	23.	90.	AG	320.	100.0	0.0	46.0	0.25	1.2

1 PAGE 2

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NB QUEUE	60	40	3.0	822	1600	140.40	3	3
6. EB QUEUE	60	17	3.0	1175	1600	140.40	3	3
9. WB QUEUE	60	17	3.0	748	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW	480.0	556.0	5.5
2. NE	556.0	556.0	5.5
3. SW	480.0	444.0	5.5
4. SE	556.0	444.0	5.5

1 PAGE 3

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.4	4.4	5.9	5.0
10.	4.4	4.4	5.8	4.7
20.	4.4	4.4	5.7	4.6
30.	4.4	4.4	5.6	4.6
40.	4.4	4.4	5.9	4.7
50.	4.4	4.4	6.0	4.7
60.	4.4	4.4	6.3	4.7
70.	4.4	4.4	6.9	4.9
80.	4.4	4.4	7.2	4.8
90.	4.5	4.5	7.1	4.5
100.	5.0	4.8	6.8	4.4
110.	5.1	4.9	6.8	4.4
120.	5.1	4.7	7.0	4.4
130.	5.0	4.7	6.7	4.4

140.	*	5.0	4.7	6.2	4.4
150.	*	5.6	4.6	5.8	4.4
160.	*	6.7	4.7	5.5	4.4
170.	*	6.9	4.9	5.2	4.4
180.	*	6.2	5.9	4.9	4.5
190.	*	5.3	7.0	4.5	4.9
200.	*	4.9	7.1	4.4	5.3
210.	*	4.8	6.2	4.4	5.7
220.	*	4.9	5.7	4.4	6.2
230.	*	4.9	5.3	4.4	6.6
240.	*	4.9	5.1	4.4	6.9
250.	*	5.1	5.0	4.4	6.7
260.	*	5.1	5.1	4.4	6.7
270.	*	4.6	4.6	4.6	7.1
280.	*	4.4	4.4	5.1	7.7
290.	*	4.4	4.4	5.1	7.4
300.	*	4.4	4.4	4.9	6.8
310.	*	4.4	4.4	5.0	6.0
320.	*	4.4	4.4	5.1	5.3
330.	*	4.4	4.4	5.1	4.8
340.	*	4.4	4.4	5.4	4.9
350.	*	4.4	4.4	5.8	5.1
360.	*	4.4	4.4	5.9	5.0
MAX	*	6.9	7.1	7.2	7.7
DEGR.	*	170	200	80	280

THE HIGHEST CONCENTRATION IS 7.70 PPM AT 280 DEGREES FROM REC4 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
LINK #	*	REC1 170	REC2 200	REC3 80	REC4 280
1	*	0.3	0.2	0.1	0.1
2	*	1.1	1.4	2.1	2.1
3	*	0.3	0.2	0.2	0.1
4	*	0.1	0.0	0.0	0.5
5	*	0.0	0.1	0.3	0.0
6	*	0.5	0.0	0.0	0.2
7	*	0.0	0.1	0.1	0.0
8	*	0.2	0.0	0.0	0.3
9	*	0.0	0.7	0.0	0.0

RUN ENDED ON 08/26/99 AT 14:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\MODELI~1\CAL3QHC\VALMUL3.DAT

RUN BEGIN ON 08/26/99 AT 15:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE + PJCT

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 91. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 4.4 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. NB APPROACH	*	518.0	0.0	518.0	500.0	*	500.	360.	AG	826.	6.4	0.0	46.0		
2. NB QUEUE	*	518.0	464.0	518.0	401.5	*	62.	180.	AG	753.	100.0	0.0	46.0	0.69	3.2
3. SB DEPART	*	500.0	500.0	500.0	0.0	*	500.	180.	AG	807.	6.4	0.0	46.0		
4. EB APPROACH	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	1211.	6.4	0.0	46.0		
5. EB DEPART	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	782.	6.4	0.0	46.0		
6. EB QUEUE	*	500.0	482.0	462.5	482.0	*	37.	270.	AG	320.	100.0	0.0	46.0	0.40	1.9
7. WB APPROACH	*	1000.0	518.0	500.0	518.0	*	500.	270.	AG	763.	6.4	0.0	46.0		
8. WB DEPART	*	500.0	518.0	0.0	518.0	*	500.	270.	AG	1211.	6.4	0.0	46.0		
9. WB QUEUE	*	536.0	518.0	559.6	518.0	*	24.	90.	AG	320.	100.0	0.0	46.0	0.25	1.2

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JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE + PJCT

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. NB QUEUE	*	60	40	3.0	826	1600	140.40	3	3
6. EB QUEUE	*	60	17	3.0	1211	1600	140.40	3	3
9. WB QUEUE	*	60	17	3.0	763	1600	140.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. NW	*	480.0	556.0	5.5	*
2. NE	*	556.0	556.0	5.5	*
3. SW	*	480.0	444.0	5.5	*
4. SE	*	556.0	444.0	5.5	*

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE + PJCT

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	4.4	4.4	5.9	5.0
10.	4.4	4.4	5.8	4.7
20.	4.4	4.4	5.7	4.6
30.	4.4	4.4	5.6	4.7
40.	4.4	4.4	5.9	4.7
50.	4.4	4.4	6.0	4.7
60.	4.4	4.4	6.4	4.8
70.	4.4	4.4	6.9	4.9
80.	4.4	4.4	7.3	4.8
90.	4.5	4.5	7.1	4.5
100.	5.0	4.8	6.8	4.4
110.	5.2	4.9	6.8	4.4
120.	5.2	4.8	7.0	4.4
130.	5.0	4.7	6.8	4.4
140.	5.0	4.7	6.3	4.4
150.	5.6	4.7	5.8	4.4
160.	6.7	4.7	5.5	4.4
170.	6.9	4.9	5.2	4.4
180.	6.2	5.9	5.0	4.5
190.	5.4	7.1	4.5	4.9
200.	5.0	7.1	4.4	5.3
210.	4.8	6.2	4.4	5.7
220.	4.9	5.8	4.4	6.3
230.	4.9	5.3	4.4	6.7
240.	4.9	5.1	4.4	6.9
250.	5.1	5.1	4.4	6.7
260.	5.1	5.2	4.4	6.7
270.	4.6	4.6	4.6	7.1
280.	4.4	4.4	5.1	7.7
290.	4.4	4.4	5.1	7.5
300.	4.4	4.4	4.9	6.8
310.	4.4	4.4	5.0	6.0
320.	4.4	4.4	5.1	5.3
330.	4.4	4.4	5.2	4.9
340.	4.4	4.4	5.4	4.9
350.	4.4	4.4	5.8	5.1
360.	4.4	4.4	5.9	5.0
MAX DEGR.	6.9 170	7.1 190	7.3 80	7.7 280

THE HIGHEST CONCENTRATION IS 7.70 PPM AT 280 DEGREES FROM REC4 .

1

JOB: MOTION PICTURE & TELEVISION FUND RUN: VALMAR RD / MULHOLLAND DR - BASE + PJCT

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

LINK #	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
	170	190	80	280
1	0.3	0.3	0.1	0.1
2	1.1	1.1	2.1	2.1
3	0.3	0.2	0.2	0.1
4	0.1	0.0	0.0	0.5
5	0.0	0.1	0.3	0.0
6	0.5	0.0	0.0	0.2
7	0.0	0.1	0.2	0.0
8	0.2	0.0	0.0	0.3
9	0.0	0.9	0.0	0.0

RUN ENDED ON 08/26/99 AT 15:16

Appendix C

Construction Emissions Worksheets

CONSTRUCTION PHASES

	Phase I		Phase II	
Building Type	Demolition	Construction	Demolition	Construction
Medical	52,000	183,000	-	8,500
Residential	3,500	-	29,500	285,070
Service	860	1,800	14,900	59,000
Activity	-	-	-	21,000
Total	56,360	184,800	44,400	373,570
		33%		67%

Total Area to be Graded:	22.02	acres (assumed 60% of site area)
Phase I Grading	7.29	acres
Phase II Grading	14.73	acres

Total Foundation Size (Footprint)

	Phase I	Phase II
Medical	74,900	8,500
Residential	-	95,023
Service	1,800	19,067
Activity	-	21,000
Total	76,700	143,590

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DATE	**September 15, 1999**
PROJECT NAME	**MPTF (Phase 1)**
DEMOLITION PHASE	
DURATION OF DEMOLITION PHASE (Work Days)	30
SF OF BUILDINGS TO BE DEMOLISHED	75,000
AVERAGE FLOOR HEIGHT OF BUILDINGS TO BE DEMOLISHED	11
SF OF PAVEMENT AREA TO BE REMOVED	14,375
THICKNESS OF PAVEMENT TO BE REMOVED	1
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
GRADING AND/OR EXCAVATION PHASE	
DURATION OF EXCAVATION PHASE (Work Days)	30
SITE AREA (ACRES)	7.29
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
DEPTH OF GRADING	1.0
DEPTH OF EXCAVATION	-
SURFACE AREA OF EXCAVATION IN SF	-
FOUNDATION PHASE	
DURATION OF FOUNDATION PHASE (Work Days)	30
SIZE OF FOUNDATION SLAB IN SF	100,000
SLAB THICKNESS IN SF	1
HOURS IN WORK DAY FOR THIS PHASE	8
CEMENT MIXER ROUND TRIP LENGTH	10
WORKER ROUND TRIP LENGTH	16
TRUCK CHARACTERISTICS	
HAUL TRUCK CAPACITY IN CUBIC YARDS	14.00
TRUCK TRAVEL PERCENTAGE ON LOCAL STREET	10%
TRUCK TRAVEL PERCENTAGE ON MAJOR STREET	20%
TRUCK TRAVEL PERCENTAGE ON FREEWAY	70%
WORKER AUTO CHARACTERISTICS	
PERCENT WORKER AUTO TRAVEL ON LOCAL STREET	10%
PERCENT WORKER AUTO TRAVEL ON MAJOR STREET	30%
PERCENT WORKER AUTO TRAVEL ON FREEWAY	60%
SITE CONDITIONS	
PREDOMINANT WIND SPEED in MPH	5.4
NATIVE SOIL MOISTURE CONTENT	3%
SOIL MOISTURE CONTENT (MITIGATED)	10%

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

EMFAC7F.1 RATES AS OF 1/25/94 (grams per mile)					
Vehicle Type	**CO**	**ROG**	**NOX**	**SOX**	**PM10**
Haul Truck	7.67	1.96	10.29	0.30	1.45
Worker Vehicle	12.79	1.11	0.83	0.05	0.01
Assumptions:					
Construction Year	2000				
Season	Winter				
Temperature	65°F				
Speed	35 mph				
Cold Starts:					
Haul Truck	10%				
Worker Vehicle	100%				
Vehicle Mix:					
Haul Truck	100% Heavy Diesel				
Worker Vehicle	80% Light Duty Auto, 20% Light Duty Truck				

EQUIPMENT EMISSION FACTORS (pounds per hour)					
Equipment Type	**CO**	**ROG**	**NOX**	**SOX**	**PM10**
Crane/Dozer	0.675	0.15	1.7	0.143	0.14
Source: Table A9-8-A, SCAQMD CEQA Handbook					

PAVED ROAD PM10 EMISSIONS (per VMT)		
	PM^{10} / VMT	
Road Type	**Worker Vehicle**	**Haul Truck**
Local Street	0.018000	0.213958
Major Street/Highway	0.006400	0.149096
Freeway	0.000650	0.062171
Composite Factor**	**0.004110**	**0.094734**
Source: Tables A9-9-B-1 and **A9-9-C**, SCAQMD CEQA Handbook		
****Note:** Weighted average based on travel characteristics		

HAUL TRUCK ON UNPAVED SURFACE EMISSIONS
FORMULA:
E = V x F
WHERE:
E = Emissions
V = Vehicle Miles of Travel
F = Emissions Factor (2.1)(G/12)(H/30)((J/3)^0.7)((I/4)^0.5)((365-K)/365)
VARIABLES
G = Surface silt loading in percent
H = Mean vehicle speed in miles per hour
I = Mean number of wheels on vehicles
J = Mean vehicle weight in tons
K = Mean number of days per year with at least 0.01 inches of precipitation
EMISSIONS FACTOR = 5.55 pounds per vehicle miles traveled
Source: Table A9-9-D, SCAQMD CEQA Handbook

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DAILY CONSTRUCTION EMISSIONS (POUNDS/DAY)					
MPTF					
CONSTRUCTION PHASE	**CO**	**ROG**	**NO_X**	**SO_X**	**(MITIGATED) PM^{10}**
DEMOLITION	26	5	36	3	55
GRADING/EXCAVATION	20	4	39	3	22
FOUNDATION	19	3	27	2	16
MAXIMUM	**26**	**5**	**39**	**3**	**55**
SCAQMD THRESHOLD	**550**	**75**	**100**	**150**	**150**
EXCEED THRESHOLD?	**NO**	**NO**	**NO**	**NO**	**NO**
SOURCE: TERRY A. HAYES ASSOCIATES					

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

1550 PARKING STRUCTURE ESTIMATED DEMOLITION EMISSIONS (in pounds per day)

Activity Emissions	Daily Unit Volume	PM^{10} Factor **		PM^{10}	MITIGATED PM^{10}
Building Wrecking	27,500 ft^3	0.00042	per ft^3	11.55	5.78
Pavement Breaking	18,750 ft^3	0.00042	per ft^3	7.88	3.94
Truck Loading	277 tons	0.02205	per ton	6.10	3.05
Trucks on Unpaved Surface	1.88 miles	5.55141	per vmt	10.41	5.21
**** Source:** Table A9-9, SCAQMD CEQA Handbook					

Equipment Emissions	Source Population	Activity Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Crane	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	352	5.94	1.52	7.97	0.23	34.42
Worker Vehicles	324	9.13	0.79	0.59	0.04	1.34

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	38.18
Daily Mobile Emissions	15.07	2.31	8.56	0.27	35.76
TOTAL	**25.87**	**4.71**	**35.76**	**2.56**	**73.94**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	19.09
Daily Mobile Emissions	15.07	2.31	8.56	0.27	35.76
TOTAL	**25.87**	**4.71**	**35.76**	**2.56**	**54.85**

UNDERLING DEMOLITION PHASE CALCULATIONS

Bldg Vol CF	825,000
Bldg Vol CY	30,556
Pavement CF	14,375
Pavement CY	532
Total Debris CF	179,375
Total Debris CY	6,644
Numer of Haul Load @ 14.00 CY/load	527
Loads Per Hour	2
Number of Haul Loads per Day	18
CF/Day Demolished	27,979
CY/Day Demolished	1,036
Tons of Debris Loaded per Day	277
Number of Dozers to Load @ 6 loads/hr/dozer	1
Numer of Diesel Equipment @ 900 CY/Piece	2
Total Man Hours Required	5,347
Total Work Crew Size	22
HDV Off Site VMT	352
HDV VMT on Unpaved Site (miles)	1.88
Number of Work Crew Vehicles @ 1.1 AVR	20
Work Crew Vehicle VMT - Local (miles)	324
Workers per Day	22

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DEMOLITION PHASE EMISSIONS (in pounds per day)

Activity Emissions	Daily Unit Volume	PM^{10} Factor **		PM^{10}	MITIGATED PM^{10}
Building Wrecking	18,787 ft^3	0.00042	per ft^3	7.89	3.95
Pavement Breaking	1,973 ft^3	0.00042	per ft^3	0.83	0.41
Truck Loading	265 tons	0.02205	per ton	5.85	2.92
Trucks on Unpaved Surface	1.97 miles	5.55141	per vmt	10.96	5.48
** **Source:** Table A9-9, SCAQMD CEQA Handbook					

Equipment Emissions	Source Population	Activity Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Crane	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	370	6.25	1.60	8.38	0.24	36.22
Worker Vehicles	316	8.91	0.77	0.58	0.03	1.31

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	27.77
Daily Mobile Emissions	15.16	2.37	8.96	0.28	37.53
TOTAL	**25.96**	**4.77**	**36.16**	**2.57**	**65.29**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	13.88
Daily Mobile Emissions	15.16	2.37	8.96	0.28	37.53
TOTAL	**25.96**	**4.77**	**36.16**	**2.57**	**51.41**

UNDERLING DEMOLITION PHASE CALCULATIONS

Bldg Vol CF	563,600
Bldg Vol CY	20,874
Pavement CF	59,178
Pavement CY	2,192
Total Debris CF	171,898
Total Debris CY	6,367
Numer of Haul Load @ 12.75 CY/load	555
Loads Per Hour	2
Number of Haul Loads per Day	18
CF/Day Demolished	20,759
CY/Day Demolished	769
Tons of Debris Loaded per Day	265
Number of Dozers to Load @ 6 loads/hr/dozer	1
Numer of Diesel Equipment @ 900 CY/Piece	2
Total Man Hours Required	5,219
Total Work Crew Size	22
HDV Off Site VMT	370
HDV VMT on Unpaved Site (miles)	1.97
Number of Work Crew Vehicles @ 1.1 AVR	20
Work Crew Vehicle VMT - Local (miles)	316

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

GRADING/EXCAVATION PHASE EMISSIONS (in pounds per day)

Activity Emissions (without mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	3%	8	n/a	n/a	99.04
Earth Excavation	n/a	3%	n/a	5.4	-	0.00
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions (with mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	10%	8.0	n/a	n/a	18.36
Earth Excavation	n/a	10%	n/a	5.4	-	0.00
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions	Daily VMT	Emissions Factor	PM^{10}	(Mitigated) PM^{10}
Haul Truck on Unpaved Surface	0.00	5.55	0.00	0.00

Equipment Emissions	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Shovel	3	8	15.20	3.38	38.28	3.22	3.15

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	0	0.00	0.00	0.00	0.00	0.00
Worker Vehicles	158	4.44	0.39	0.29	0.02	0.65

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	15.20	3.38	38.28	3.22	102.19
Daily Mobile Emissions	4.44	0.39	0.29	0.02	0.65
TOTAL	**19.64**	**3.76**	**38.57**	**3.24**	**102.84**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	15.20	3.38	38.28	3.22	21.51
Daily Mobile Emissions	4.44	0.39	0.29	0.02	0.65
TOTAL	**19.64**	**3.76**	**38.57**	**3.24**	**22.16**

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

UNDERLING GRADING/EXCAVATION PHASE CALCULATIONS

Total Earth Export CY	-
Total Haul Truck Trips @ 14.00 CY	-
Total Earth Export Weight (in tons)	-
Daily Earth Export CY	-
Daily Haul Truck Trips @ 14.00 CY	-
Daily Earth Export Weight (in tons)	-
Haul Truck VMT on Unpaved Surface	-
HDV Off Site VMT	-
Total Work Crew Size	20
Number of Work Crew Vehicles @ 2.0 AVR	10
Work Crew Vehicle VMT - Local (miles)	158
EQUIPMENT NEEDED FOR GRADING	
Site Area in Acres	7.29
Grading Average Depth	1.00
Cubic Yards Graded	11,761
CY Graded/Day	392.04
D7 Dozer Output in CY/Day	216.00
Dozers Needed	1.82
EQUIPMENT NEEDED FOR EXCAVATION	
CY Exported	-
CY Exported/Day	-
Power Shovel Output in CY /Day	800
Power Shovels Needed	1.00
TOTAL EQUIPMENT NEEDED	2.82

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

FOUNDATION PHASE EMISSIONS (in pounds per day)

Equipment	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Idling Cement Trucks	1.71	8	9.26	2.06	23.32	1.96	1.92

Mobile	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Cement Trucks	137.17	2.32	0.59	3.11	0.09	13.43
Worker Vehicles	250.00	7.04	0.61	0.46	0.03	1.03

TOTAL DAILY EMISSIONS	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	9.26	2.06	23.32	1.96	1.92
Daily Mobile Emissions	9.36	1.20	3.57	0.12	14.47
TOTAL	**18.62**	**3.26**	**26.89**	**2.08**	**16.39**

UNDERLING FOUNDATION PHASE CALCULATIONS

CF of Cement Required	100,000
CY of Cement Required	3,704
No. of Cement Haul Loads @ 9CY/Load	412
Labor Hours Required	7,500
Total Worker Requirement	31
Number of Work Crew Vehicles @ 2.0 AVR	16
Number of Cement Loads per Day	13.72
Cement Loads Per Hour	1.71
CF/Day Poured	3,333.33
CY/Day Poured	123.46
HDV Off Site VMT	137.17
Work Crew Vehicle VMT	250.00

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DATE	**September 15, 1999**
PROJECT NAME	**MPTF (Phase 2)**
DEMOLITION PHASE	
DURATION OF DEMOLITION PHASE (Work Days)	30
SF OF BUILDINGS TO BE DEMOLISHED	55,000
AVERAGE FLOOR HEIGHT OF BUILDINGS TO BE DEMOLISHED	11
SF OF PAVEMENT AREA TO BE REMOVED	10,542
THICKNESS OF PAVEMENT TO BE REMOVED	1
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
GRADING AND/OR EXCAVATION PHASE	
DURATION OF EXCAVATION PHASE (Work Days)	30
SITE AREA (ACRES)	14.73
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
DEPTH OF GRADING	1.0
DEPTH OF EXCAVATION	-
SURFACE AREA OF EXCAVATION IN SF	-
FOUNDATION PHASE	
DURATION OF FOUNDATION PHASE (Work Days)	30
SIZE OF FOUNDATION SLAB IN SF	145,000
SLAB THICKNESS IN SF	1
HOURS IN WORK DAY FOR THIS PHASE	8
CEMENT MIXER ROUND TRIP LENGTH	10
WORKER ROUND TRIP LENGTH	16
TRUCK CHARACTERISTICS	
HAUL TRUCK CAPACITY IN CUBIC YARDS	14.00
TRUCK TRAVEL PERCENTAGE ON LOCAL STREET	10%
TRUCK TRAVEL PERCENTAGE ON MAJOR STREET	20%
TRUCK TRAVEL PERCENTAGE ON FREEWAY	70%
WORKER AUTO CHARACTERISTICS	
PERCENT WORKER AUTO TRAVEL ON LOCAL STREET	10%
PERCENT WORKER AUTO TRAVEL ON MAJOR STREET	30%
PERCENT WORKER AUTO TRAVEL ON FREEWAY	60%
SITE CONDITIONS	
PREDOMINANT WIND SPEED in MPH	5.4
NATIVE SOIL MOISTURE CONTENT	3%
SOIL MOISTURE CONTENT (MITIGATED)	10%

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

EMFAC7F.1 RATES AS OF 1/25/94 (grams per mile)					
Vehicle Type	**CO**	**ROG**	**NOX**	**SOX**	**PM10**
Haul Truck	7.67	1.96	10.29	0.30	1.45
Worker Vehicle	12.79	1.11	0.83	0.05	0.01
Assumptions:					
Construction Year	2000				
Season	Winter				
Temperature	65°F				
Speed	35 mph				
Cold Starts:					
Haul Truck	10%				
Worker Vehicle	100%				
Vehicle Mix:					
Haul Truck	100% Heavy Diesel				
Worker Vehicle	80% Light Duty Auto, 20% Light Duty Truck				

EQUIPMENT EMISSION FACTORS (pounds per hour)					
Equipment Type	**CO**	**ROG**	**NOX**	**SOX**	**PM10**
Crane/Dozer	0.675	0.15	1.7	0.143	0.14
Source: Table A9-8-A, SCAQMD CEQA Handbook					

PAVED ROAD PM10 EMISSIONS (per VMT)		
	PM^{10} / VMT	
Road Type	**Worker Vehicle**	**Haul Truck**
Local Street	0.018000	0.213958
Major Street/Highway	0.006400	0.149096
Freeway	0.000650	0.062171
Composite Factor**	**0.004110**	**0.094734**
Source: Tables A9-9-B-1 and **A9-9-C**, SCAQMD CEQA Handbook		
****Note:** Weighted average based on travel characteristics		

HAUL TRUCK ON UNPAVED SURFACE EMISSIONS
FORMULA:
E = V x F
WHERE:
E = Emissions
V = Vehicle Miles of Travel
F = Emissions Factor (2.1)(G/12)(H/30)((J/3)^0.7)((I/4)^0.5)((365-K)/365)
VARIABLES
G = Surface silt loading in percent
H = Mean vehicle speed in miles per hour
I = Mean number of wheels on vehicles
J = Mean vehicle weight in tons
K = Mean number of days per year with at least 0.01 inches of precipitation
EMISSIONS FACTOR = 5.55 pounds per vehicle miles traveled
Source: Table A9-9-D, SCAQMD CEQA Handbook

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DAILY CONSTRUCTION EMISSIONS (POUNDS/DAY)					
MPTF					
CONSTRUCTION PHASE	**CO**	**ROG**	**NO_X**	**SO_X**	**(MITIGATED) PM^{10}**
DEMOLITION	22	4	33	2	42
GRADING/EXCAVATION	33	6	64	5	25
FOUNDATION	27	5	39	3	24
MAXIMUM	**33**	**6**	**64**	**5**	**42**
SCAQMD THRESHOLD	**550**	**75**	**100**	**150**	**150**
EXCEED THRESHOLD?	**NO**	**NO**	**NO**	**NO**	**NO**
SOURCE: TERRY A. HAYES ASSOCIATES					

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

1550 PARKING STRUCTURE ESTIMATED DEMOLITION EMISSIONS (in pounds per day)

Activity Emissions	Daily Unit Volume	PM^{10} Factor **	PM^{10}	MITIGATED PM^{10}
Building Wrecking	20,167 ft^3	0.00042 per ft^3	8.47	4.24
Pavement Breaking	13,750 ft^3	0.00042 per ft^3	5.78	2.89
Truck Loading	203 tons	0.02205 per ton	4.48	2.24
Trucks on Unpaved Surface	1.96 miles	5.55141 per vmt	10.85	5.43
**** Source:** Table A9-9, SCAQMD CEQA Handbook				

Equipment Emissions	Source Population	Activity Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Crane	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	258	4.35	1.11	5.84	0.17	25.24
Worker Vehicles	238	6.70	0.58	0.43	0.03	0.98

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	31.82
Daily Mobile Emissions	11.05	1.69	6.28	0.20	26.23
TOTAL	**21.85**	**4.09**	**33.48**	**2.48**	**58.04**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	15.91
Daily Mobile Emissions	11.05	1.69	6.28	0.20	26.23
TOTAL	**21.85**	**4.09**	**33.48**	**2.48**	**42.13**

UNDERLING DEMOLITION PHASE CALCULATIONS

Bldg Vol CF	605,000
Bldg Vol CY	22,407
Pavement CF	10,542
Pavement CY	390
Total Debris CF	131,542
Total Debris CY	4,872
Numer of Haul Load @ 14.00 CY/load	387
Loads Per Hour	2
Number of Haul Loads per Day	13
CF/Day Demolished	20,518
CY/Day Demolished	760
Tons of Debris Loaded per Day	203
Number of Dozers to Load @ 6 loads/hr/dozer	1
Numer of Diesel Equipment @ 900 CY/Piece	2
Total Man Hours Required	3,921
Total Work Crew Size	16
HDV Off Site VMT	258
HDV VMT on Unpaved Site (miles)	1.96
Number of Work Crew Vehicles @ 1.1 AVR	15
Work Crew Vehicle VMT - Local (miles)	238
Workers per Day	16

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

GRADING/EXCAVATION PHASE EMISSIONS (in pounds per day)

Activity Emissions (without mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	3%	8	n/a	n/a	99.04
Earth Excavation	n/a	3%	n/a	5.4	-	0.00
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions (with mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	10%	8.0	n/a	n/a	18.36
Earth Excavation	n/a	10%	n/a	5.4	-	0.00
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions	Daily VMT	Emissions Factor	PM^{10}	(Mitigated) PM^{10}
Haul Truck on Unpaved Surface	0.00	5.55	0.00	0.00

Equipment Emissions	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Shovel	5	8	25.20	5.60	63.48	5.34	5.23

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	0	0.00	0.00	0.00	0.00	0.00
Worker Vehicles	261	7.36	0.64	0.48	0.03	1.08

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	25.20	5.60	63.48	5.34	104.26
Daily Mobile Emissions	7.36	0.64	0.48	0.03	1.08
TOTAL	**32.57**	**6.24**	**63.95**	**5.37**	**105.34**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	25.20	5.60	63.48	5.34	23.58
Daily Mobile Emissions	7.36	0.64	0.48	0.03	1.08
TOTAL	**32.57**	**6.24**	**63.95**	**5.37**	**24.66**

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

UNDERLING GRADING/EXCAVATION PHASE CALCULATIONS

Total Earth Export CY	-
Total Haul Truck Trips @ 14.00 CY	-
Total Earth Export Weight (in tons)	-
Daily Earth Export CY	-
Daily Haul Truck Trips @ 14.00 CY	-
Daily Earth Export Weight (in tons)	-
Haul Truck VMT on Unpaved Surface	-
HDV Off Site VMT	-
Total Work Crew Size	33
Number of Work Crew Vehicles @ 2.0 AVR	16
Work Crew Vehicle VMT - Local (miles)	261
EQUIPMENT NEEDED FOR GRADING	
Site Area in Acres	14.73
Grading Average Depth	1.00
Cubic Yards Graded	23,764
CY Graded/Day	792.15
D7 Dozer Output in CY/Day	216.00
Dozers Needed	3.67
EQUIPMENT NEEDED FOR EXCAVATION	
CY Exported	-
CY Exported/Day	-
Power Shovel Output in CY /Day	800
Power Shovels Needed	1.00
TOTAL EQUIPMENT NEEDED	4.67

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

FOUNDATION PHASE EMISSIONS (in pounds per day)

Equipment	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Idling Cement Trucks	2.49	8	13.43	2.98	33.81	2.84	2.78

Mobile	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Cement Trucks	198.90	3.36	0.86	4.51	0.13	19.48
Worker Vehicles	362.50	10.21	0.89	0.66	0.04	1.50

TOTAL DAILY EMISSIONS	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	13.43	2.98	33.81	2.84	2.78
Daily Mobile Emissions	13.57	1.74	5.17	0.17	20.98
TOTAL	**27.00**	**4.73**	**38.98**	**3.02**	**23.76**

UNDERLING FOUNDATION PHASE CALCULATIONS

CF of Cement Required	145,000
CY of Cement Required	5,370
No. of Cement Haul Loads @ 9CY/Load	597
Labor Hours Required	10,875
Total Worker Requirement	45
Number of Work Crew Vehicles @ 2.0 AVR	23
Number of Cement Loads per Day	19.89
Cement Loads Per Hour	2.49
CF/Day Poured	4,833.33
CY/Day Poured	179.01
HDV Off Site VMT	198.90
Work Crew Vehicle VMT	362.50

Appendix D

URBEMIS 7G & SCREEN3 Model Output

URBEMIS 7G: Version 3.1

File Name: mptf.URB
Project Name: Motion Picture & Television Fund Hospital
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.34	4.49	1.88	0.01
Wood Stoves	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00
Landscaping - No winter emissions				
Consumer Prdcts	13.16			
TOTALS (ppd, unmitigated)	13.50	4.49	1.88	0.01

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.24	3.15	1.74	0.01
Wood Stoves	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions				
Consumer Prdcts	13.16			
TOTALS (ppd, mitigated)	13.40	3.15	1.74	0.01

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 70 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Retirement community	3.48 trips / dwelling unit	269.00	936.00
Activity Center	17.39 trips / 1000 sq. ft.	23.00	400.00
Campus Services Buildi	11.01 trips / 1000 sq. ft.	42.24	465.00
Medical office buildin	27.09 trips / 1000 sq. ft.	56.00	1,517.00
Hospital	11.76 trips / 1000 sq. ft.	34.00	400.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00

Urban Buses	2.00		100.00
Motorcycles	3.00	100.00 % all fuels	

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	0.0	0.0	0.0	0.0	0.0	0.0
Rural Trip Length (miles)	0.0	0.0	0.0	0.0	0.0	0.0
Trip Speeds (mph)	0	0	0	0	0	0
% of Trips - Residential	0.0	0.0	0.0			

% of Trips - Commercial (by land use)			
Activity Center	5.0	2.5	92.5
Campus Services Building	10.0	5.0	85.0
Medical office building	7.0	3.5	89.5
Hospital	25.0	12.5	62.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Retirement community	0.00	0.00	0.00	0.00
Activity Center	1.07	0.59	5.67	0.00
Campus Services Building	1.44	0.69	7.05	0.00
Medical office building	3.79	2.25	22.11	0.00
Hospital	1.31	0.60	7.26	0.00

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	7.62	4.14	42.10	0.00

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Area Source Related:
The default wood stove option switch has been changed
The default fireplace option switch has been changed

Operational/Vehicle Related:
The passby option switch has been changed
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default speeds have been modified
The default home-based percentages have been modified
The default urban trip lengths have been modified
The default rural trip lengths have been modified

URBEMIS 7G: Version 3.1

File Name: MPTFCUM1.URB
Project Name: MP&TP HOSPITAL CUMULATIVE PROJECTS
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	1.52	20.02	8.38	0.04
Wood Stoves	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00
Landscaping - No winter emissions				
Consumer Prdcts	37.28			
TOTALS (ppd, unmitigated)	38.80	20.02	8.38	0.04

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 70 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.27 trips / dwelling unit	614.00	5,694.00
Retirement community	6.32 trips / dwelling unit	148.00	936.00
School K-12	72.53 trips / acre	7.50	544.00
Hotel	8.92 trips / Occupied room	140.00	1,249.00
Auto Dealership	37.50 trips / 1000 sq. ft.	50.00	1,875.00
Commercial	6.82 trips / 1000 sq. ft.	1.76	12.00
General office buildin	11.06 trips / 1000 sq. ft.	438.00	4,845.00
Goverment office build	15.58 trips / 1000 sq. ft.	50.00	779.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
School K-12				20.0	10.0	70.0
Hotel				5.0	2.5	92.5
Auto Dealership				2.0	1.0	97.0
Commercial				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Goverment office building				10.0	5.0	85.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	38.00	91.67	323.81	45.55
Retirement community	6.74	15.07	53.23	7.49
School K-12	2.74	8.61	27.01	4.20
Hotel	6.91	17.76	53.76	8.57
Auto Dealership	8.51	26.05	78.22	12.54
Commercial	0.07	0.17	0.50	0.08
General office building	30.85	84.52	272.53	41.59
Goverment office building	4.06	11.49	35.24	5.57

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	97.89	255.34	844.30	125.59

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Area Source Related:
The default wood stove option switch has been changed
The default fireplace option switch has been changed
The default area source mitigation measure option switch has been changed

Operational/Vehicle Related:
The passby option switch has been changed
The operational emissions mitigation switch has been changed
The default winter temperature has been modified

URBEMIS 7G: Version 3.1

File Name: mptfcum2.URB
Project Name: MP&TF CUMULATIVE - AHMANSON RANCH PORTION
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	5.12	68.42	28.20	0.13
Wood Stoves	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00
Landscaping - No winter emissions				
Consumer Prdcts	90.51			
TOTALS (ppd, unmitigated)	95.63	68.42	28.20	0.13

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	2.52	32.91	26.81	0.06
Wood Stoves	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions				
Consumer Prdcts	90.51			
TOTALS (ppd, mitigated)	93.03	32.91	26.81	0.06

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 70 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	8.54 trips / dwelling unit	1122.00	9,586.00
Apartments low rise	6.18 trips / dwelling unit	728.00	4,498.00
Golf Course	5.04 trips / acre	157.00	791.00
Hotel	8.92 trips / Occupied room	250.00	2,230.00
Retail	58.98 trips / 1000 sq. ft.	150.00	8,847.00
General office buildin	11.30 trips / 1000 sq. ft.	200.00	2,260.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00

Urban Buses	2.00		100.00
Motorcycles	3.00	100.00 % all fuels	

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Golf Course				2.0	1.0	97.0
Hotel				5.0	2.5	92.5
Retail				2.0	1.0	97.0
General office building				35.0	17.5	47.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	64.90	154.32	545.14	76.68
Apartments low rise	32.55	72.41	255.79	35.98
Golf Course	5.00	10.99	33.00	5.29
Hotel	12.34	31.71	95.98	15.30
Retail	39.27	122.94	369.09	59.19
General office building	14.34	39.42	127.13	19.40

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	168.41	431.80	1426.12	211.85

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Area Source Related:
The default wood stove option switch has been changed
The default fireplace option switch has been changed

Operational/Vehicle Related:
The passby option switch has been changed
The operational emissions mitigation switch has been changed
The default winter temperature has been modified

Appendix E

Noise Calculation Worksheets

```
1               STAMINA 2.0/BCR
           FHWA VERSION 3 (MARCH 1983)
          TRAFFIC NOISE PREDICTION MODEL
          IBM-PC VERSION 1.20
          (C) COPYRIGHT 1987, TRINITY CONSULTANTS, INC.
          SERIAL NUMBER 5583
          SOLD TO TERRY HAYES ASSOCIATES
          RUN BEGAN ON 09-08-99 AT 20:27:32


   (INPUT UNITS- ENGLISH , OUTPUT UNITS- ENGLISH )


 VALMAR / MULHOLLAND
0PROGRAM INITIALIZATION PARAMETERS

      HEIGHT      CODE          DESCRIPTION
         .00         1     RECEIVER HEIGHT ADJUSTMENT
        1.00         2     A-WEIGHTED SOUND LEVEL ONLY
         .00         3     HEIGHT ADJUSTMENT FOR PASSENGER CARS (CARS)
        8.00         4     HEIGHT ADJUSTMENT FOR HEAVY TRUCKS   (HT)
        2.30         5     HEIGHT ADJUSTMENT FOR MEDIUM TRUCKS  (MT)


0ROADWAY   1     SOUTH


                     VEHICLE TYPE   VEHICLES/HOUR     SPEED
                          CARS             312.         35.
                          HT                 7.         35.
                          MT                28.         35.
0                       ------------COORDINATES-------------
                              X            Y           Z     GRADE
 S1                           500.        500.          0.      0
 S2                           500.       1000.          0.      0


0ROADWAY   2     WEST


                     VEHICLE TYPE   VEHICLES/HOUR     SPEED
                          CARS             326.         35.
                          HT                 7.         35.
                          MT                29.         35.
0                       ------------COORDINATES-------------
                              X            Y           Z     GRADE
 W1                             0.        500.          0.      0
 W2                           500.        500.          0.      0


0ROADWAY   3     EAST


                     VEHICLE TYPE   VEHICLES/HOUR     SPEED
                          CARS             512.         35.
                          HT                11.         35.
                          MT                46.         35.
0                       ------------COORDINATES-------------
```

	X	Y	Z	GRADE
E1	500.	500.	0.	0
E2	1000.	500.	0.	0

	COORDINATES		
	X	Y	Z
MULTIFAM	150.	575.	6.
SFR	575.	425.	6.

ALPHA FACTORS - RECEIVER ACROSS,ROADWAY DOWN

1	*	.0	.0
2	*	.0	.0
3	*	.0	.0

SHIELDING FACTORS - RECEIVER ACROSS,ROADWAY DOWN

1	*	.0	.0
2	*	.0	.0
3	*	.0	.0

RECEIVER	LEQ(H)	L10
MULTIFAM	61.8	65.0

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY	SEGMENT	
1	1	
		50.7
2	1	
		61.1
3	1	
		49.9

RECEIVER	LEQ(H)	L10
SFR	64.0	67.4

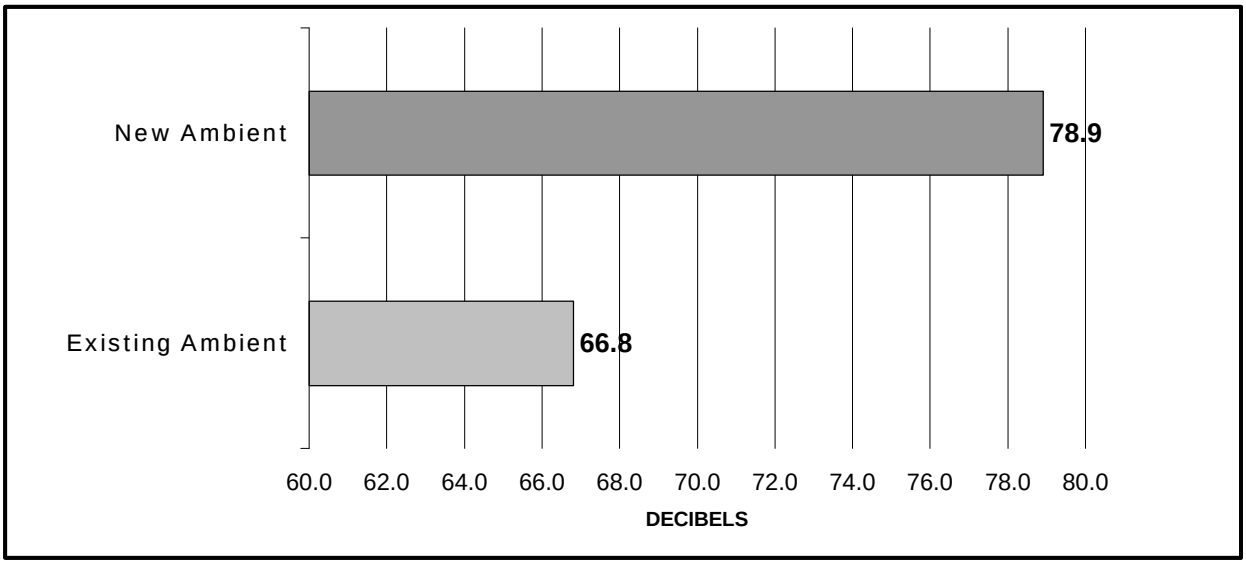
ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY	SEGMENT	
1	1	
		55.3
2	1	
		55.4
3	1	
		62.6

CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MPTF**
Run:	**Receptor 1**
Date:	**9/15/99**
Ambient Background Sound Level, dBA	**66.8**
Noise Source (Describe)	***Pavement Breaker***
Line or Point Type	**Point**
Type of Propogation Path (Hard or Soft)	**Hard**
Reference Distance	**50**
Actual Receptor Distance from Source	**75**
Maximum Single Event Sound Level, dBA	**90.0**
Number of Events during Period	**1.0**
Duration of Single Event (user defined units)	**40.0**
Total Time Period of Concern (user defined units)	**100.0**
New Ambient Sound Level, dBA	**78.9**
Change from Existing Sound Level, decibels	**12.1**
Is Change Discernible (greater than 5 dBA)	**YES**

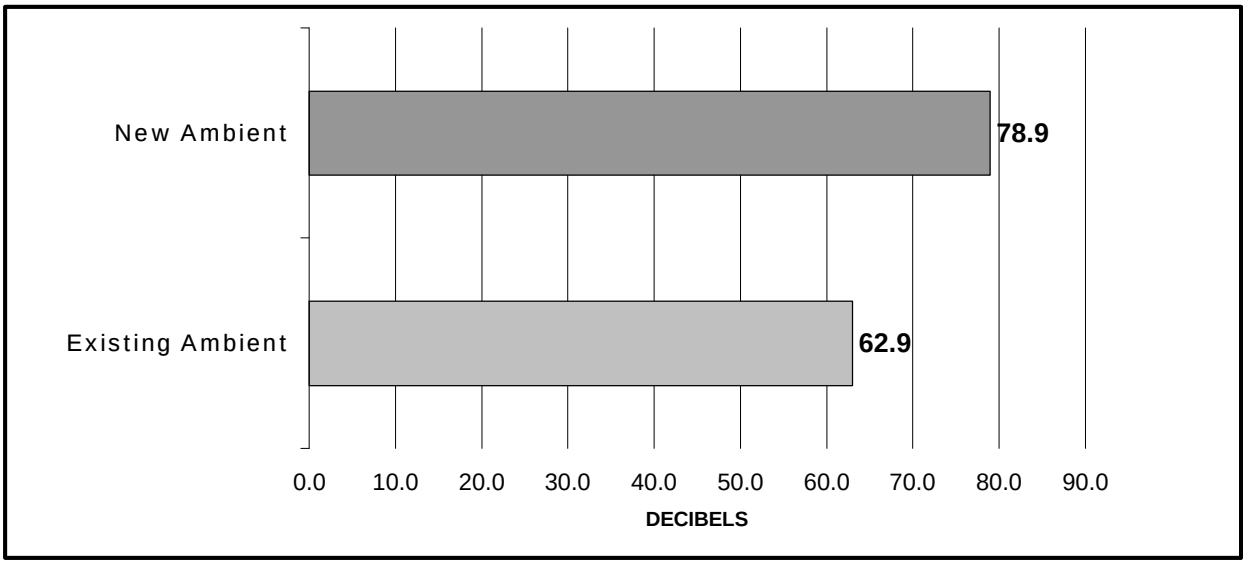
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MPTF**
Run:	**Receptor 2**
Date:	**9/15/99**
Ambient Background Sound Level, dBA	**62.9**
Noise Source (Describe)	***Pavement Breaker***
Line or Point Type	**Point**
Type of Propogation Path (Hard or Soft)	**Hard**
Reference Distance	**50**
Actual Receptor Distance from Source	**75**
Maximum Single Event Sound Level, dBA	**90.0**
Number of Events during Period	**1.0**
Duration of Single Event (user defined units)	**40.0**
Total Time Period of Concern (user defined units)	**100.0**
New Ambient Sound Level, dBA	**78.9**
Change from Existing Sound Level, decibels	**16.0**
Is Change Discernible (greater than 5 dBA)	**YES**

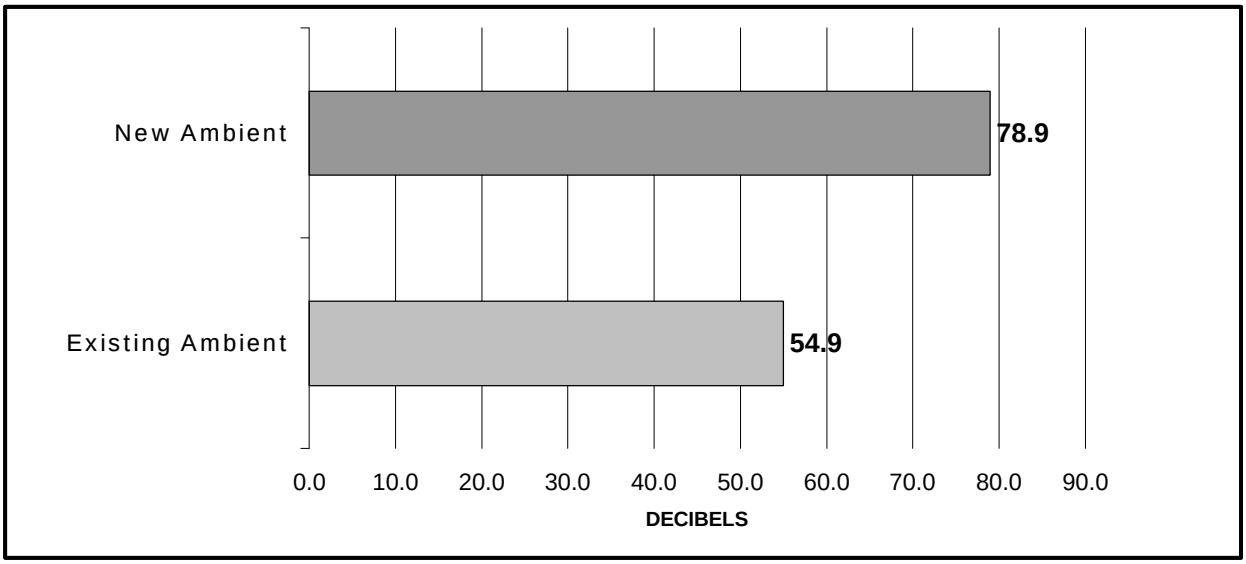
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MPTF**
Run:	**Receptor 3**
Date:	**9/15/99**
Ambient Background Sound Level, dBA	**54.9**
Noise Source (Describe)	***Pavement Breaker***
Line or Point Type	**Point**
Type of Propogation Path (Hard or Soft)	**Hard**
Reference Distance	**50**
Actual Receptor Distance from Source	**75**
Maximum Single Event Sound Level, dBA	**90.0**
Number of Events during Period	**1.0**
Duration of Single Event (user defined units)	**40.0**
Total Time Period of Concern (user defined units)	**100.0**
New Ambient Sound Level, dBA	**78.9**
Change from Existing Sound Level, decibels	**24.0**
Is Change Discernible (greater than 5 dBA)	**YES**

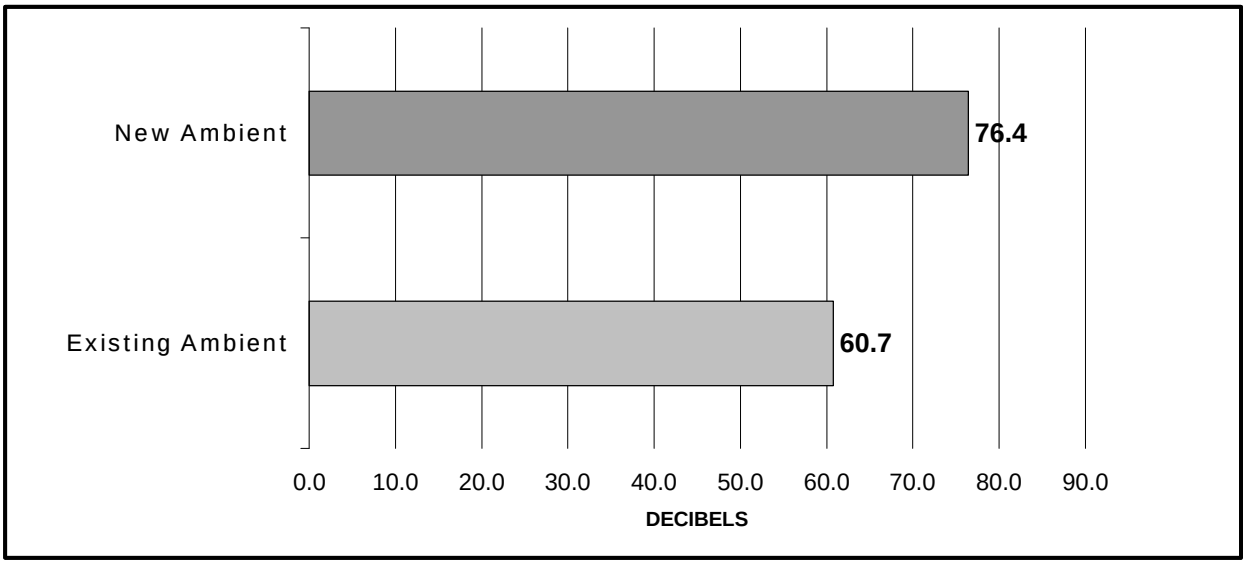
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 4**
Date:	**9/15/99**
Ambient Background Sound Level, dBA	**60.7**
Noise Source (Describe)	***Construction***
Line or Point Type	**Point**
Type of Propogation Path (Hard or Soft)	**Hard**
Reference Distance	**50**
Actual Receptor Distance from Source	**100**
Maximum Single Event Sound Level, dBA	**90.0**
Number of Events during Period	**1.0**
Duration of Single Event (user defined units)	**40.0**
Total Time Period of Concern (user defined units)	**100.0**
New Ambient Sound Level, dBA	**76.4**
Change from Existing Sound Level, decibels	**15.7**
Is Change Discernible (greater than 3 dBA)	**YES**

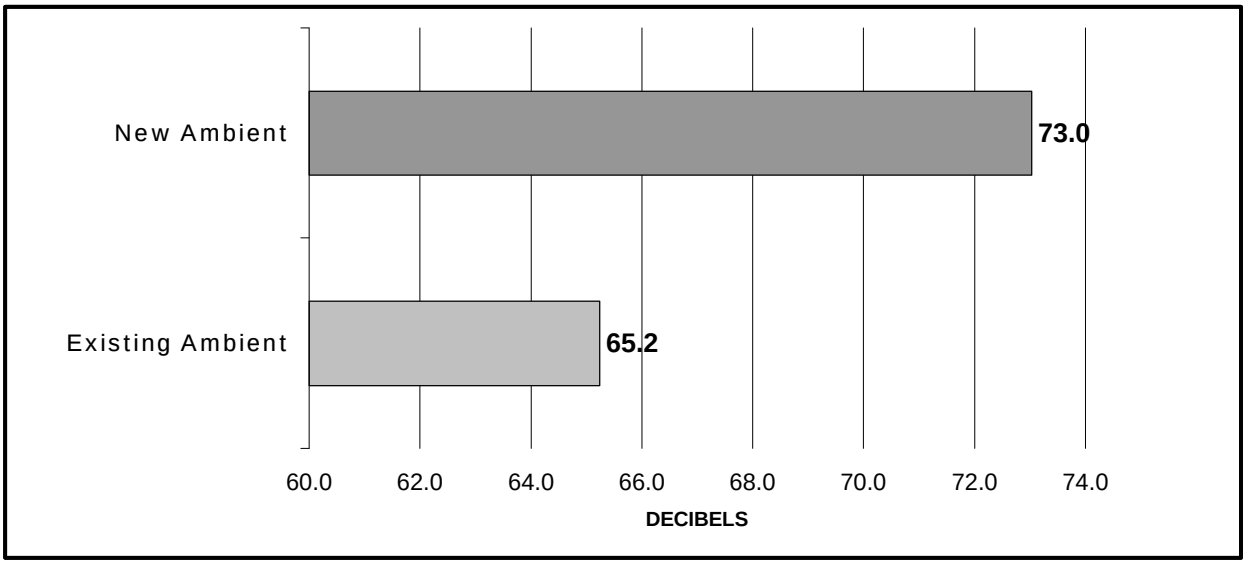
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 5**
Date:	**9/15/99**
Ambient Background Sound Level, dBA	**65.2**
Noise Source (Describe)	***Construction***
Line or Point Type	**Point**
Type of Propogation Path (Hard or Soft)	**Hard**
Reference Distance	**50**
Actual Receptor Distance from Source	**150**
Maximum Single Event Sound Level, dBA	**90.0**
Number of Events during Period	**1.0**
Duration of Single Event (user defined units)	**40.0**
Total Time Period of Concern (user defined units)	**100.0**
New Ambient Sound Level, dBA	**73.0**
Change from Existing Sound Level, decibels	**7.8**
Is Change Discernible (greater than 3 dBA)	**YES**

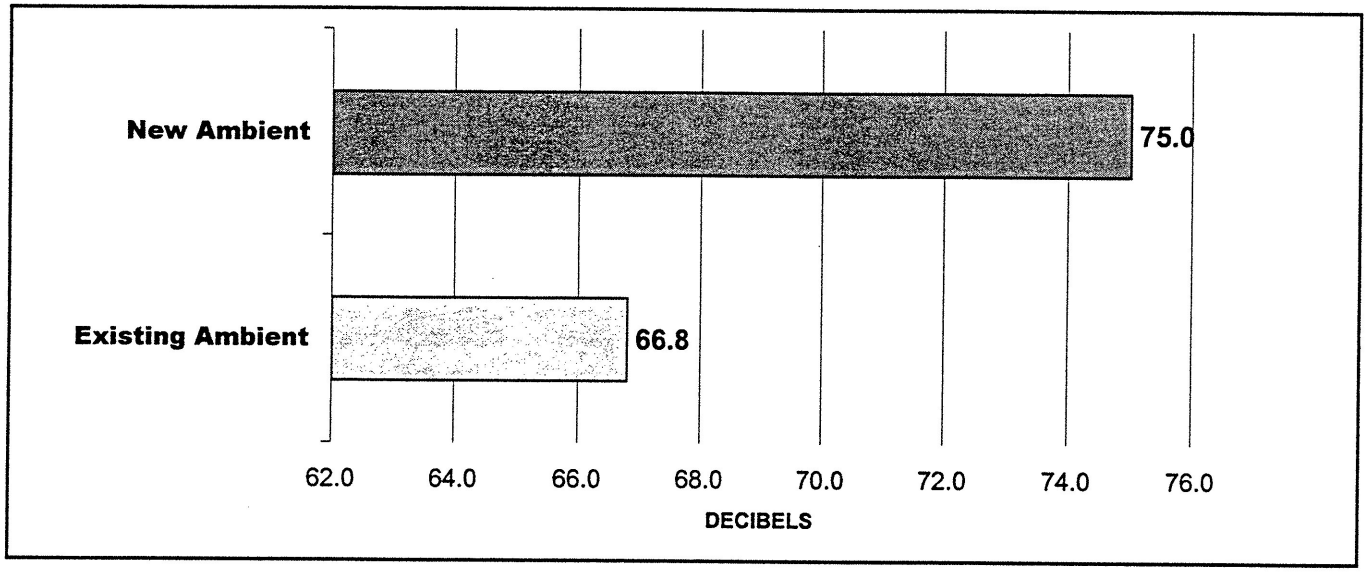
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 1 WITH MITIGATION**
Date:	**9/8/99**
Ambient Background Sound Level, dBA	66.8
Noise Source (Describe)	*Pavement Breaker*
Line or Point Type	Point
Type of Propogation Path (Hard or Soft)	Hard
Reference Distance	50
Actual Receptor Distance from Source	75
Maximum Single Event Sound Level, dBA	86.0
Number of Events during Period	1.0
Duration of Single Event (user defined units)	40.0
Total Time Period of Concern (user defined units)	100.0
New Ambient Sound Level, dBA	75.0
Change from Existing Sound Level, decibels	8.2
Is Change Discernible (greater than 5 dBA)	YES

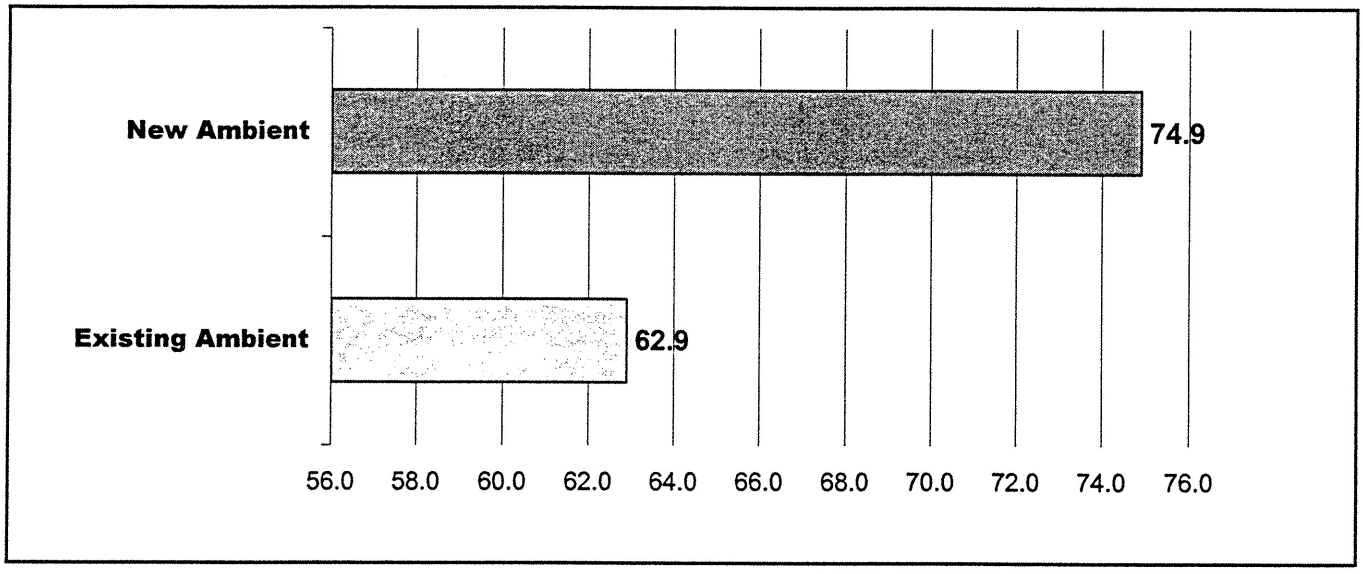
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 2 WITH MITIGATION**
Date:	**9/8/99**
Ambient Background Sound Level, dBA	62.9
Noise Source (Describe)	*Pavement Breaker*
Line or Point Type	Point
Type of Propogation Path (Hard or Soft)	Hard
Reference Distance	50
Actual Receptor Distance from Source	75
Maximum Single Event Sound Level, dBA	86.0
Number of Events during Period	1.0
Duration of Single Event (user defined units)	40.0
Total Time Period of Concern (user defined units)	100.0
New Ambient Sound Level, dBA	74.9
Change from Existing Sound Level, decibels	12.0
Is Change Discernible (greater than 5 dBA)	YES

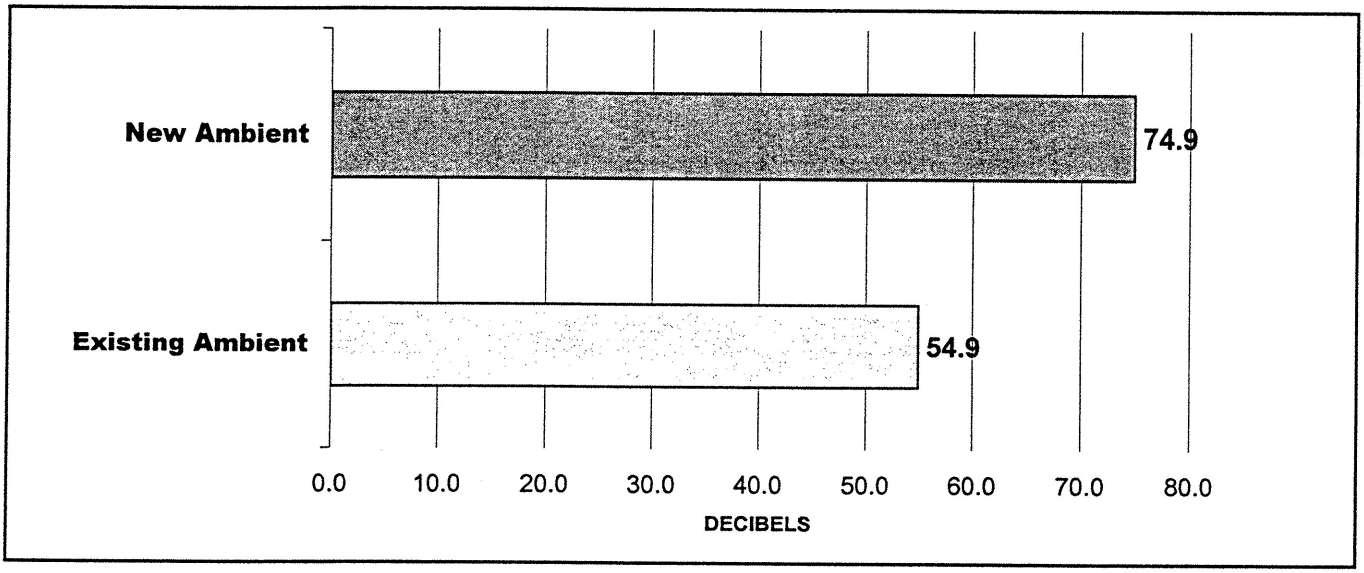
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	MOTION PICTURE AND TELEVISION FUND HOSPITAL
Run:	RECEPTOR 3 WITH MITIGATION
Date:	9/8/99
Ambient Background Sound Level, dBA	54.9
Noise Source (Describe)	*Pavement Breaker*
Line or Point Type	Point
Type of Propogation Path (Hard or Soft)	Hard
Reference Distance	50
Actual Receptor Distance from Source	75
Maximum Single Event Sound Level, dBA	86.0
Number of Events during Period	1.0
Duration of Single Event (user defined units)	40.0
Total Time Period of Concern (user defined units)	100.0
New Ambient Sound Level, dBA	74.9
Change from Existing Sound Level, decibels	20.0
Is Change Discernible (greater than 5 dBA)	YES

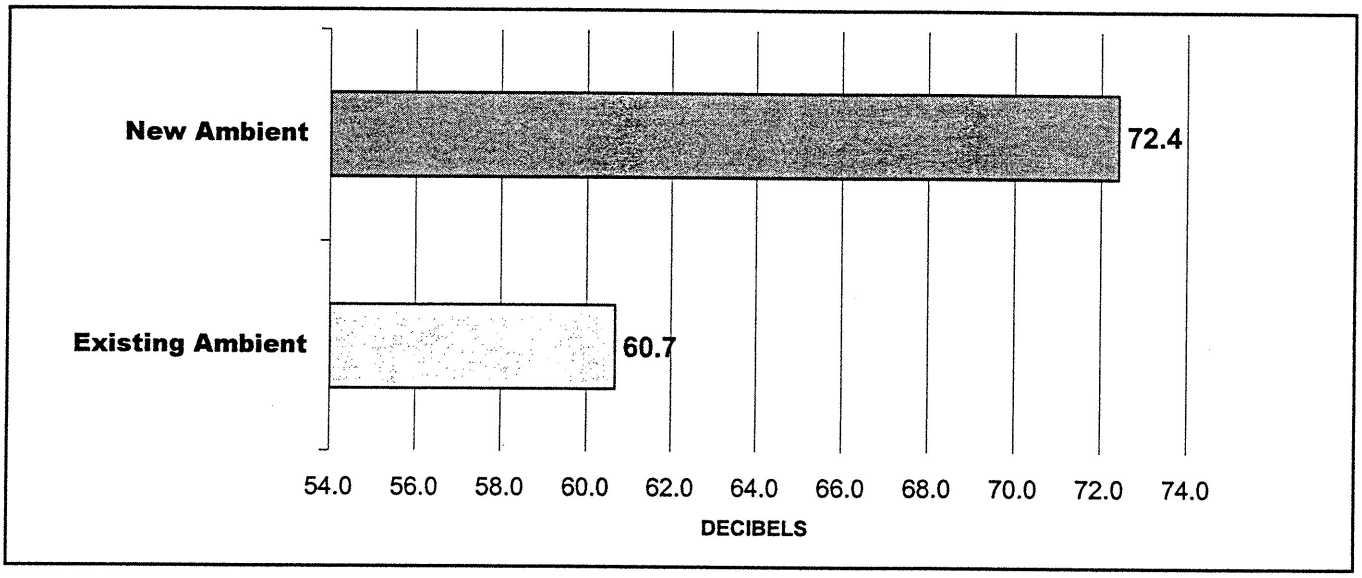
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 4 WITH MITIGATION**
Date:	**9/8/99**
Ambient Background Sound Level, dBA	60.7
Noise Source (Describe)	*Construction*
Line or Point Type	Point
Type of Propogation Path (Hard or Soft)	Hard
Reference Distance	50
Actual Receptor Distance from Source	100
Maximum Single Event Sound Level, dBA	86.0
Number of Events during Period	1.0
Duration of Single Event (user defined units)	40.0
Total Time Period of Concern (user defined units)	100.0
New Ambient Sound Level, dBA	72.4
Change from Existing Sound Level, decibels	11.7
Is Change Discernible (greater than 5 dBA)	YES

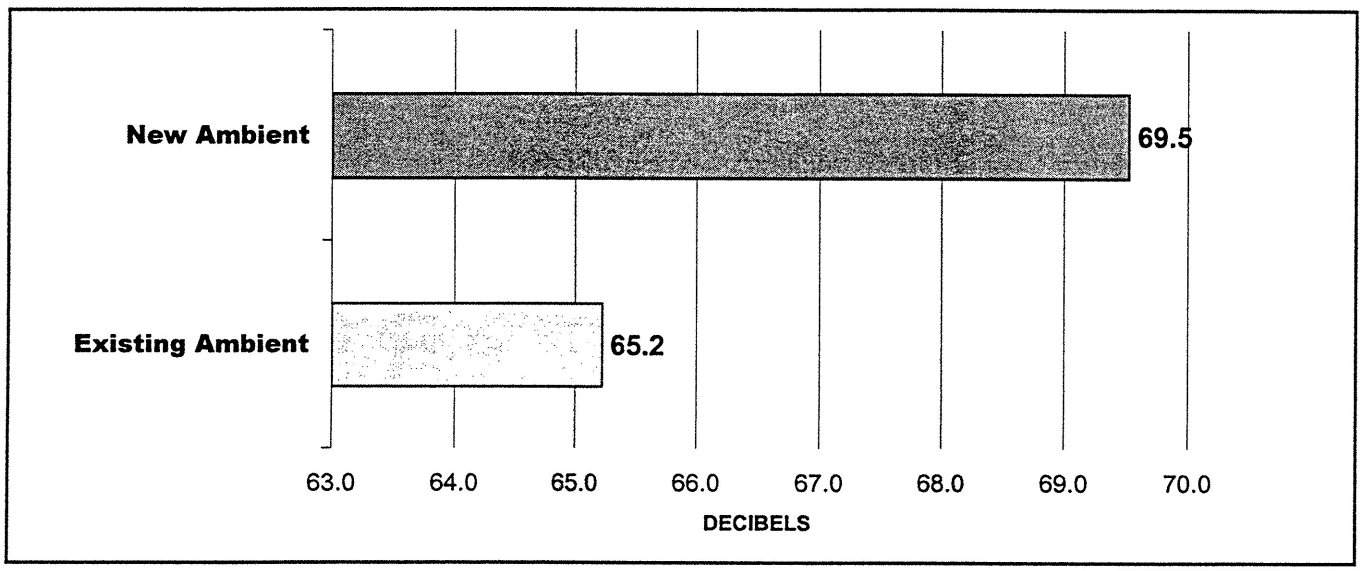
Source: Terry A. Hayes Associates.



CHANGE IN AMBIENT NOISE LEVEL MODEL

Project Name:	**MOTION PICTURE AND TELEVISION FUND HOSPITAL**
Run:	**RECEPTOR 5 WITH MITIGATION**
Date:	**9/8/99**
Ambient Background Sound Level, dBA	65.2
Noise Source (Describe)	*Construction*
Line or Point Type	Point
Type of Propogation Path (Hard or Soft)	Hard
Reference Distance	50
Actual Receptor Distance from Source	150
Maximum Single Event Sound Level, dBA	86.0
Number of Events during Period	1.0
Duration of Single Event (user defined units)	40.0
Total Time Period of Concern (user defined units)	100.0
New Ambient Sound Level, dBA	69.5
Change from Existing Sound Level, decibels	4.3
Is Change Discernible (greater than 5 dBA)	YES

Source: Terry A. Hayes Associates.



PROJECT NAME	Motion Picture & Television Fund Hospital
YEAR/SCENARIO	Existing Conditions - 1999

VEHICLE DISTRIBUTION				
TYPE	**7:00 AM - 7:00 PM**	**7:00 PM - 10:00 PM**	**10:00 PM - 7:00 AM**	**TOTAL**
AUTO	0.67	0.175	0.065	0.910
MED TRUCK	0.06	0.000	0.005	0.065
HVY TRUCK	0.02	0.000	0.005	0.025
24 HR DIST.	0.75	0.175	0.075	1.00

ROADWAY SEGMENT	**From**	**To**	**PEAK HOUR TRAFFIC VOLUME (VPH)**	**SPEED (MPH)**	**RECEPTOR DISTANCE (feet)**	**CNEL (dBA)**
Calabasas Road	Park Granada Boulevard	El Canon Avenue	1698	30	75	67.4
El Canon Avenue	Southern Dead End	Calabasas Road	108	30	75	55.5
Mulholland Drive	Spielberg Drive	Valmar Road	1798	45	100	67.3
Mulholland Drive	Valmar Road	Greer Road	1139	45	100	65.3
Valmar Road	Mulholland Drive	Park Ora/Benford Street	1275	35	75	65.4

Source Terry A. Hayes Associates

PROJECT NAME	Motion Picture & Television Fund Hospital
YEAR/SCENARIO	Base Conditions - 2015

VEHICLE DISTRIBUTION				
TYPE	**7:00 AM - 7:00 PM**	**7:00 PM - 10:00 PM**	**10:00 PM - 7:00 AM**	**TOTAL**
AUTO	0.67	0.175	0.065	0.91
MED TRUCK	0.06	0.000	0.005	0.07
HVY TRUCK	0.02	0.000	0.005	0.03
24 HR DIST.	0.75	0.175	0.075	1.00

ROADWAY SEGMENT	**From**	**To**	**PEAK HOUR TRAFFIC VOLUME (VPH)**	**SPEED (MPH)**	**RECEPTOR DISTANCE (feet)**	**CNEL (dBA)**
Calabasas Road	Park Granada Boulevard	El Canon Avenue	2388	30	75	68.9
El Canon Avenue	Southern Dead End	Calabasas Road	131	30	75	56.3
Mulholland Drive	Spielberg Drive	Valmar Road	2367	45	100	71.2
Mulholland Drive	Valmar Road	Greer Road	1501	45	100	69.2
Valmar Road	Mulholland Drive	Park Ora/Benford Street	1622	35	75	68.5

Source Terry A. Hayes Associates

PROJECT NAME	Motion Picture & Television Fund Hospital
YEAR/SCENARIO	Project Conditions - 2015

VEHICLE DISTRIBUTION				
TYPE	**7:00 AM - 7:00 PM**	**7:00 PM - 10:00 PM**	**10:00 PM - 7:00 AM**	**TOTAL**
AUTO	0.67	0.175	0.065	0.91
MED TRUCK	0.06	0.000	0.005	0.07
HVY TRUCK	0.02	0.000	0.005	0.03
24 HR DIST.	0.75	0.175	0.075	1.00

ROADWAY SEGMENT	**From**	**To**	**PEAK HOUR TRAFFIC VOLUME (VPH)**	**SPEED (MPH)**	**RECEPTOR DISTANCE (feet)**	**CNEL (dBA)**
Calabasas Road	Park Granada Boulevard	El Canon Avenue	2399	30	75	68.9
El Canon Avenue	Southern Dead End	Calabasas Road	302	30	75	59.9
Mulholland Drive	Spielberg Drive	Valmar Road	2422	45	100	71.3
Mulholland Drive	Valmar Road	Greer Road	1545	45	100	69.3
Valmar Road	Mulholland Drive	Park Ora/Benford Street	1633	35	75	68.6

Source Terry A. Hayes Associates