REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: June 8, 2007

CAO File No. 0150-08266-0000
Council File No.
Council District: 4

To: The Mayor
The City Council

From: Karen L. Sisson, City Administrative Officer KLS by mt

Reference: Letter to the Mayor from the Board of Recreation and Park Commissioners dated May 17, 2007

Subject: **LEASE AGREEMENT BETWEEN THE DEPARTMENT OF RECREATION AND PARKS AND THE LOS ANGELES MUSEUM OF THE HOLOCAUST**

SUMMARY

At its meeting of May 16, 2007, the Board of Recreation and Park Commissioners (Board) approved a lease agreement between the Department of Recreation and Parks (Department) and the Los Angeles Museum of the Holocaust, a California public benefit 501(c)3 non-profit corporation (LAMOTH). The term of the proposed lease agreement is 50 years. Under the terms of the proposed agreement, the City leases to LAMOTH approximately 20,000 square feet of land located in the northwest corner of Pan Pacific Park in Council District 4 (Premises) for the construction and operation of a holocaust museum and ancillary facilities (Holocaust Museum Project). The Holocaust Museum Project will include the construction of an approximately 8,400 square-foot museum building and 7,600 square-foot paving near and around the Holocaust Monument. The museum building will be partly below ground and earth-sheltered with grass-covered roof to integrate the building into the surrounding parkland. The Department reports that the museum building would be designed to be visually compatible with the surrounding parkland. As consideration for the lease, LAMOTH will operate the Holocaust Museum Project as a first-class, non-profit museum. Additionally, LAMOTH will make an annual payment of $1 to the City during the term of the proposed lease agreement.

At the outset, it should be noted that Pan Pacific Park is currently owned by the State of California. Presently, the City operates Pan Pacific Park under an operating agreement between the State and the County of Los Angeles. Government Code Section 14673.8 authorizes the conveyance of the title to Pan Pacific Park by the State to the City. The City Attorney advised that the City must first receive fee title to Pan Pacific Park before the proposed lease agreement could be effective. The Department reports that it is currently seeking the fee title transfer from the State through the State's General Services Department. The Department anticipates completing the fee title transfer in the next two months. The effective date (Effective Date) of the lease would be the later of (a) the date the City Clerk attests the Lease Agreement or (b) the date the State of California transfers title to Pan Pacific Park to the City.

In 2004, the Department notified the Board of a proposal to relocate LAMOTH museum operations from 6435 Wilshire Boulevard, Suite 303, Los Angeles, CA 90048 to the Premises. The Department reports that, in 2005, the Board approved the consideration of the relocation proposal and instructed Department staff to negotiate the terms and conditions for a long-term lease of the Premises to LAMOTH. The Department further reports that the proposed lease agreement incorporates the terms and conditions agreed upon by LAMOTH and Department staff during the negotiations.

The proposed lease agreement requires LAMOTH to operate the Holocaust Museum Project as a first-class, non-profit museum. Currently, LAMOTH's annual operating budget for its museum operations at the Wilshire site is approximately $500,000. LAMOTH anticipates that its annual operating budget at the new site will increase due to additional space and additional operating requirements such as security measures. LAMOTH is expected to raise additional funds to cover the potential increase in operational costs. Some of the more significant provisions in the proposed lease agreement include the following:

- LAMOTH will provide subterranean parking for its members, staff and visitors
- LAMOTH will rehabilitate the existing sidewalk from the Pan Pacific gear station in the northwest corner to the Federal property line at the corner of Beverly Boulevard and The Grove Drive
- LAMOTH will provide a bus drop off on the east side of The Grove Drive
- LAMOTH will provide public restroom facilities accessible from the Pan Pacific Park side
- LAMOTH will assume all costs and responsibilities for any contaminated soil removal once construction begins
- LAMOTH will assume landscaping costs for the Premises
- LAMOTH will assume all of the maintenance costs for the Holocaust Monument upon the Effective Date of the proposed lease agreement

Currently, the Department is contractually obligated to pay a portion (approximately $43,000 annually) of the total costs for the maintenance and security of the Holocaust Monument. Under the terms of the proposed lease agreement, this annual cost would be assumed by LAMOTH.

In addition to non-conforming use by LAMOTH, the 50-year term of the lease is subject to three early termination clauses. First, the City may terminate the lease one year after the Effective Date if LAMOTH fails to provide satisfactory proof that the required construction funding of $6.0 million is in a secured bank account or the subject of a governmental appropriation. Secondly, the City may terminate the lease on or after the 36-month period following the Effective Date, upon a 60-day prior written notice to LAMOTH, if LAMOTH fails to commence construction of the Holocaust Museum. Finally, the City may terminate the lease at any time on or after the 60th month following the Effective Date, upon a 60-day prior written notice to LAMOTH, if LAMOTH fails to commence operation of the Holocaust Museum Project.

According to the Department, the preliminary cost estimates for the construction of the Holocaust Museum Project is $6.0 million. To date, LAMOTH has raised $4.0 million of the $6.0 million preliminary cost estimate. The Department, recognizing that the actual construction cost could deviate significantly from the preliminary cost estimate of $6.0 million, requires LAMOTH to submit all plans to the Board for approval. However, it should be noted that the proposed lease agreement, as

currently drafted, does not require LAMOTH to have full funding in place prior to commencing construction. It is strongly recommended that the City require LAMOTH to secure funding, in such amount as would be necessary to complete the Holocaust Museum Project based on plans approved by the Board, prior to the start of construction. According to the City Attorney, the addition of this requirement will not require a separate Board approval as it appears that this requirement is what the Board contemplated and expects to protect the City in approving the proposed lease agreement. It is further recommended that the City require LAMOTH's contractor to obtain a construction performance bond naming the City as additional loss payee and use prevailing wage rates for the construction of the Holocaust Museum Project.

In accordance with Los Angeles Administrative Code Section 10.5(a), Council approval of the proposed lease agreement is required because the term exceeds three years. To the best of our knowledge, LAMOTH has complied with all standard provisions for City contracts, as well as City contracting requirements.

RECOMMENDATIONS

That the Council, subject to the approval of the Mayor:

1. Adopt the Initial Study and Mitigated Negative Declaration (IS/MND) and the associated Mitigation Monitoring Reporting Plan for the Los Angeles Museum of the Holocaust (Holocaust Museum) at Pan Pacific Park finding that, on the basis of the whole record, including the IS/MND and all comments received, there is no substantial evidence that the project will have a significant environmental effect on the environment, and that all potentially significant environmental effects of the project have been properly disclosed and evaluated in the IS/MND in compliance with the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines; and,

2. Approve, and authorize the President and Secretary of the Board of Recreation and Park Commissioners to execute, the lease agreement with the Los Angeles Museum of the Holocaust (LAMOTH) for a term of 50 years, subject to the addition of a provision requiring LAMOTH to have full funding in place prior to commencing construction and further requiring LAMOTH's contractor to obtain a construction performance bond naming the City as additional loss payee and to use prevailing wage rates for the construction of the Holocaust Museum Project, subject to the approval of the City Attorney.

FISCAL IMPACT STATEMENT

The Los Angeles Museum of the Holocaust (LAMOTH) will pay the City an annual rent of $1. Additionally, LAMOTH will be responsible for construction costs of the Holocaust Museum Project currently estimated at $6.0 million. LAMOTH will also be responsible for the landscape, maintenance and operational costs associated with its operations of the Holocaust Museum Project. There is no impact on the General Fund.

KLS:VES:08070370c

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Los Angeles Museum of the Holocaust Project

Prepared for:

City of Los Angeles
Department of Recreation and Parks

2007 JUN -7 AM 11:53
CITY ADMINISTRATIVE OFFICER

Prepared By:



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

May 2007

THE LOS ANGELES MUSEUM OF THE HOLOCAUST PROJECT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

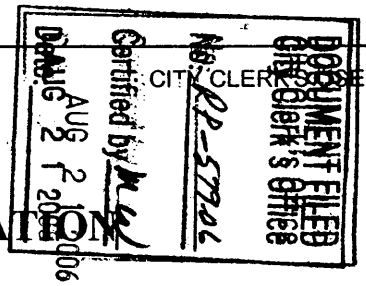
PREPARED FOR:
The City of Los Angeles
Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

APPLICANT:
Los Angeles Museum of the Holocaust
6435 Wilshire Boulevard, Suite 303
Los Angeles, CA 90048

PREPARED BY:
Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, CA 90064

May 2007

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT



MITIGATED NEGATIVE DECLARATION

(Article I, City CEQA Guidelines)

FORM RP 1-1-91

LEAD CITY AGENCY AND ADDRESS: Department of Recreation and Parks, 1200 W. 7th Street, Suite 700, Los Angeles, CA 90017	**COUNCIL DISTRICT:** CD 4
PROJECT TITLE: The Los Angeles Museum of the Holocaust Project	**CASE NUMBER:** MND-RP-579-06

PROJECT LOCATION: Pan Pacific Park, 7600 Beverly Boulevard, Los Angeles, CA

PROJECT DESCRIPTION:

The proposed project involves construction of an 8,375-square foot building to house the Los Angeles Museum of the Holocaust, approximately 7,600 square feet of paved area (including paved area associated with the existing Los Angeles Holocaust Monument), approximately 25 subterranean parking spaces, and off-site improvements to the existing paved and covered picnic area immediately south of the project site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:

Rachel Jagoda Lithgow, Executive Director
Los Angeles Museum of the Holocaust
6435 Wilshire Boulevard, Suite 303
Los Angeles, California 90048

FINDING: The Department of Recreation and Parks of the City of Los Angeles has determined that this project will not have significant effect on the environment for the following reasons:

SEE ATTACHED INITIAL STUDY

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period are attached together with the response of the lead City Agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

NAME OF PERSON PREPARING THIS FORM: David Attaway	TITLE: Environmental Supervisor	TELEPHONE NUMBER: (213) 928-9130
ADDRESS: Department of Recreation and Parks 1200 W. 7th Street, Suite 700, Los Angeles, CA 90017	SIGNATURE (OFFICIAL):	DATE: August 24, 2006

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I. INTRODUCTION

The subject of this Initial Study (IS) is the proposed 8,375-square-foot LAMH museum building which would be located on an approximately 20,000-square foot (0.46-acre) site within the northwestern corner of Pan Pacific Park at 7600 Beverly Boulevard in the City of Los Angeles. The project Applicant is the ~~The~~ Los Angeles Museum of the Holocaust, located at 6435 Wilshire Boulevard, Suite 303 in Los Angeles. A description of the proposed project is provided in Section II, Project Description, of this IS. The City of Los Angeles Department of Recreation and Parks is the Lead Agency under the California Environmental Quality Act (CEQA).

A Draft Initial Study was circulated for 30 days, beginning on August 24, 2006 and concluding on September 25, 2006. This Final IS includes the full text of the Draft IS, with changes indicated by double underline for new text and ~~strikeout~~ for deletions. Two new sections are provided in this Final IS. Section VI includes the responses to all comments received on the Draft IS. Section VII includes the Mitigation Monitoring Program for all of the mitigation measures identified in this IS.

A. PROJECT INFORMATION

Project Title: The Los Angeles Museum of the Holocaust Project

Project Location: Pan Pacific Park, 7600 Beverly Boulevard, Los Angeles, CA

Lead Agency: City of Los Angeles Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Lead Agency Contact Person: David Attaway, Environmental Supervisor

B. ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into six sections as follows:

Introduction: This section provides introductory information such as the project site, the project applicant, and the lead agency for the proposed project.

Project Description: This section provides a detailed description of the environmental setting and the proposed project, including project characteristics and environmental review procedures.

Initial Study Checklist: This section contains the completed Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to a less-than-significant level.

Preparers of the Initial Study and Persons Consulted: This section provides a list of Lead Agency and City personnel, government agencies, and consultant team members that participated in the preparation of the IS.

Appendices: This includes the various documents and information used in the preparation of the IS.

II. PROJECT DESCRIPTION

A. ENVIRONMENTAL SETTING

Project Site

The approximately 20,000-square foot (0.46-acre) project site is located within the northwestern corner of Pan Pacific Park at 7600 Beverly Boulevard in the City of Los Angeles (the "City"). As shown in Figure II-1, Regional and Vicinity Map, the project site fronts Stanley Avenue/The Grove Drive and is roughly 350 feet south of Beverly Boulevard, immediately south of the existing Bicentennial Branch United States Post Office (the "post office"). The project site is at an elevation of approximately 200 feet above mean sea level. Local topography slopes gently to the southwest. Triangular in shape, the project site is situated between the existing Los Angeles Holocaust Monument (the "Holocaust Monument") to the east and the Pan Pacific Amphitheatre to the south.

The project site consists of a small grassy area with ornamental trees and shrubs. The western boundary of the project site along Stanley Avenue/The Grove Drive and the northern boundary of the project site, adjacent to the post office, are bounded by a chain link fence. A photograph location map and photographs of the project site are depicted in Figures II-2, Photograph Location Map, and II-3, Views of the Project Site. Though not part of the grading footprint, the Holocaust Monument would be integrated into the design of the proposed project. As shown in View 4 of Figure II-4, Views of the Surrounding Park Uses, the Holocaust Monument is composed of six granite pillars, stone walkways, stairs, and walls. The proposed project would also include off-site improvements to the existing picnic area located south of the project site (see View 5 of Figure II-4).

The project site is zoned as Open Space (OS-1XL-O). The "OS" designation indicates that the project is zoned as Open Space. The "1XL" refers to the permitted Height District. In this case, no structures shall exceed two stories or 30 feet in height. The "O" indicates that the proposed project is within an Oil Drilling Supplemental Use District. Supplemental Use Districts regulate uses that cannot adequately be provided for in the Zoning Code. Uses typically permitted in Open Space zones include: parks and recreational facilities, natural resource preserves, marine and ecological preserves, sanitary landfill sites, reservoirs, and water conservation areas. Though museum uses do not fall within these use types, a list of facilities that are compatible with Open Space Zones was adopted, to include museums, by the Board of Recreation and Park Commissioners (see Appendix A).

The General Plan of the City of Los Angeles provides general guidance on land use issues and planning policy for the entire City. The Land Use Element of the General Plan consists of 35 Community Plans that address issues at the local community level. The project site is within the Wilshire Community Plan area where it is also designated as open space. Open space, as defined in the City's General Plan, encompasses both publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards.

Surrounding Area

As discussed above, the project site is located within Pan Pacific Park, which serves as both a City of Los Angeles park and a County of Los Angeles flood control facility. Photographs of the Pan Pacific Park, including park uses adjacent to the project site, are depicted in Figure II-4, Views of the Surrounding Park Uses and Figure II-5, Views of Pan Pacific Park.

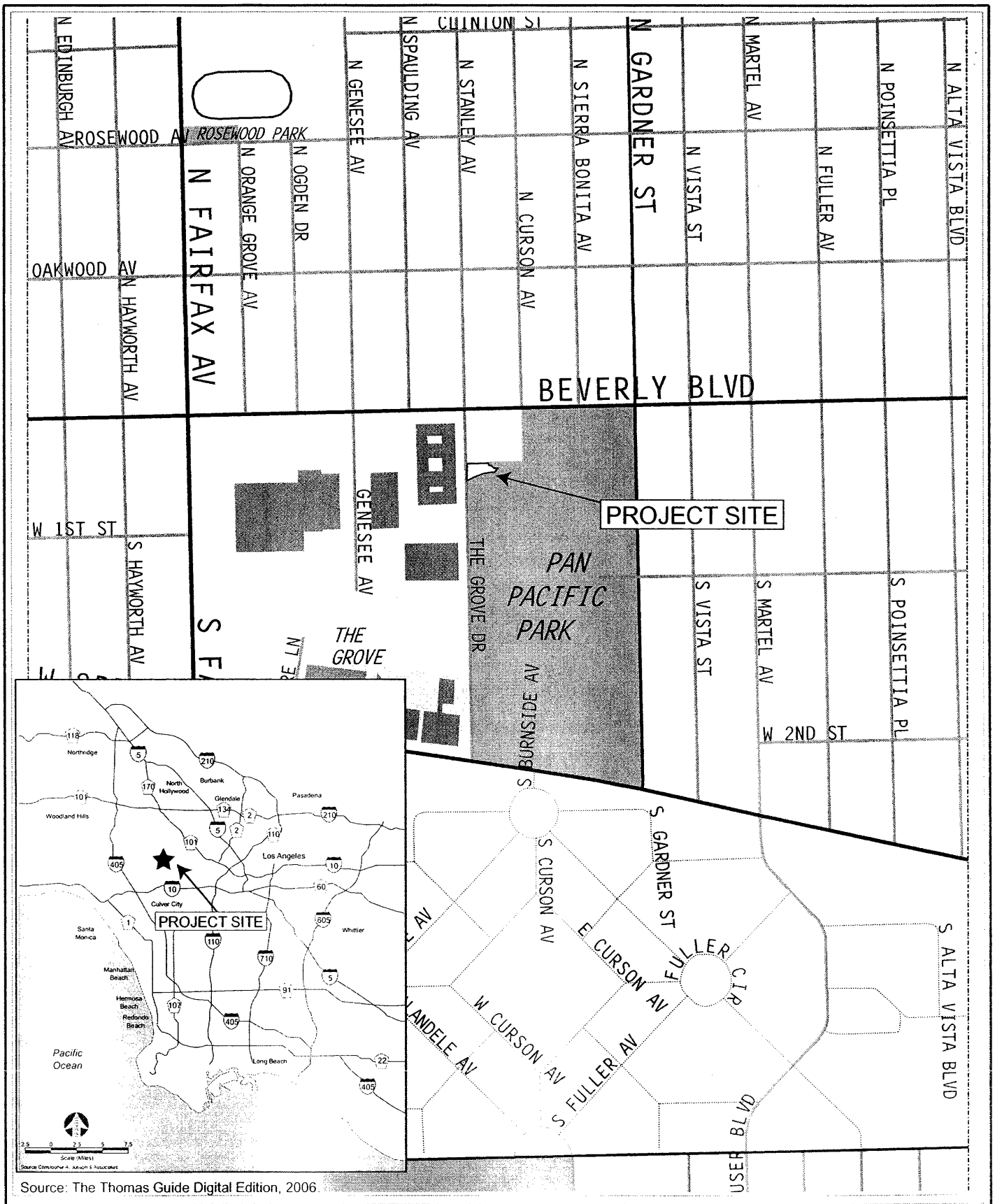
Pan Pacific Park is located in a well-developed urban setting within a city block bounded by Beverly Boulevard to the north, Gardner Street to the east, 3rd Street to the south, and Stanley Avenue/The Grove Drive to the west. This section of Beverly Boulevard is a commercial corridor consisting mainly of retail and restaurant uses. The West Wilshire Multipurpose Center, the Fairfax Branch Library, and low density residential uses are located along Gardner Street to the east. Multi-family uses are located along the portion of 3rd Street between Gardner Street and Stanley Avenue/The Grove Drive. The Grove, a large retail-entertainment complex, is located at the northwest corner of 3rd Street and Stanley Avenue/The Grove Drive. The seven-story parking structure for The Grove is located along Stanley Avenue/The Grove Drive, approximately mid-block between 3rd Street and Beverly Boulevard. A large multi-family residential development is located at the corner of Stanley Avenue/The Grove Drive and Beverly Boulevard. Figure II-6, Views of Surrounding Land Uses, depicts the above-described uses located along Stanley Avenue/The Grove Drive. Though not located immediately adjacent to the project site, of note in the surrounding area is the historic Farmers Market at the corner of 3rd Street and Fairfax.

Related Projects

Section 15063(b) of the State CEQA Guidelines provides that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355).

All proposed, recently approved, under construction, and reasonably foreseeable projects that could, in combination with the proposed project, produce a related cumulative impact on the environment are evaluated throughout Section IV, Environmental Impact Analysis.

In coordination with the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning, a list of 46 related projects was developed. These related projects are listed in Table II-1 and shown in Figure II-7, Related Projects Map.



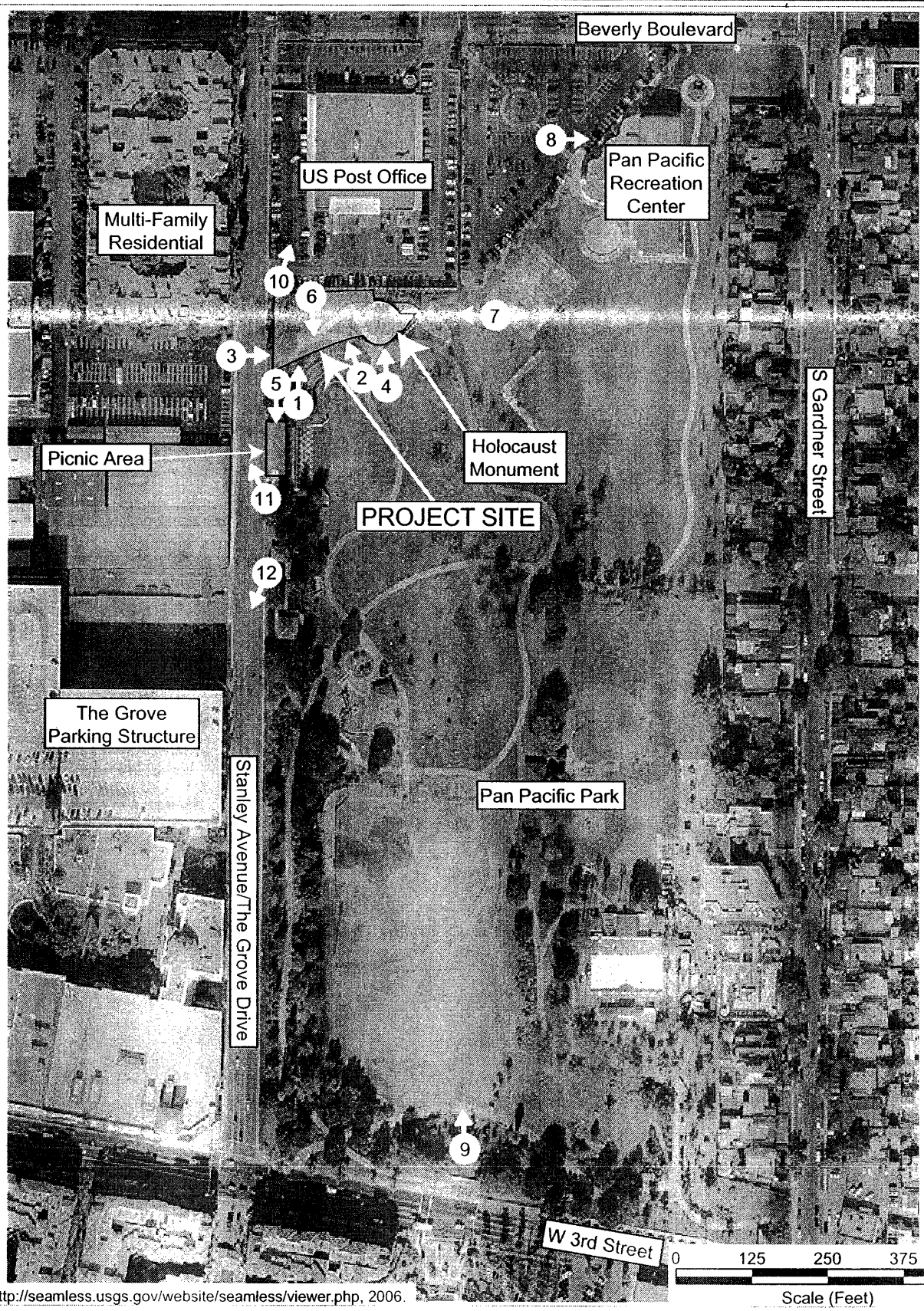
Source: The Thomas Guide Digital Edition, 2006.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

0 250 500 750 1000
Scale (Feet)

Figure II-1
Regional and
Vicinity Map

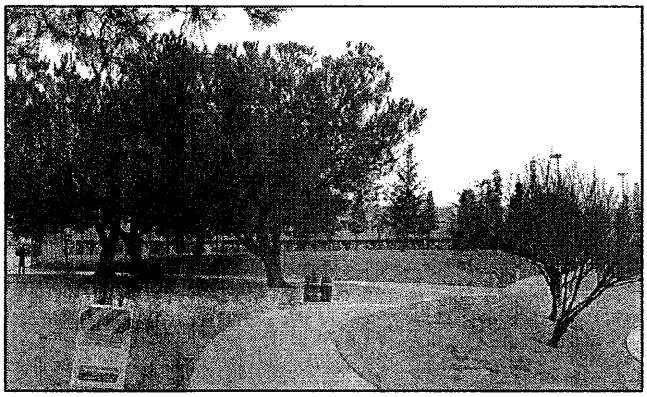


Source: http://seamless.usgs.gov/website/seamless/viewer.php, 2006.

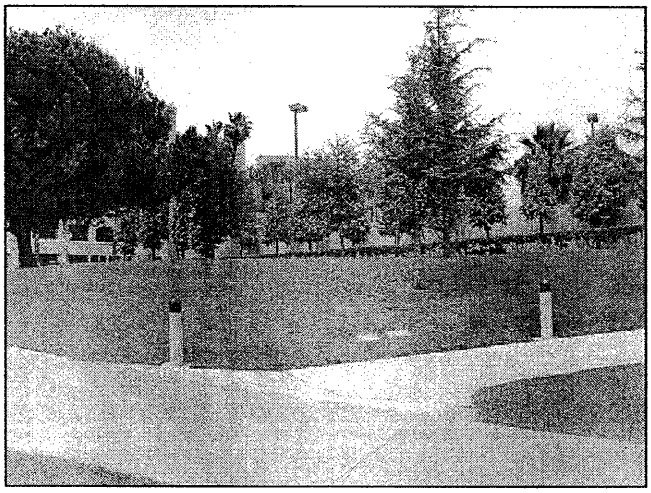
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NORTH

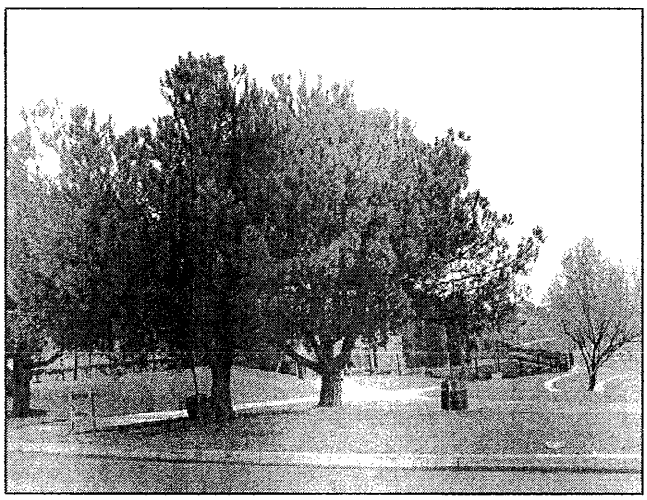
Figure II-2
Photograph Location Map



View 1: View of the Project Site looking north from the picnic area.



View 2: View of the Project Site facing northwest from interior Pan Pacific Park. Multi-family uses on Stanley Avenue and the fence forming the boundary with the post office can be seen in the background.

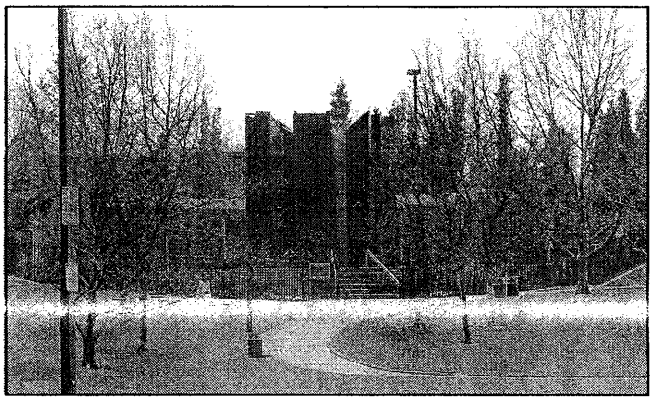


View 3: View of the Project Site looking east from Stanley Avenue.

Source: Christopher A. Joseph & Associates, 2006.

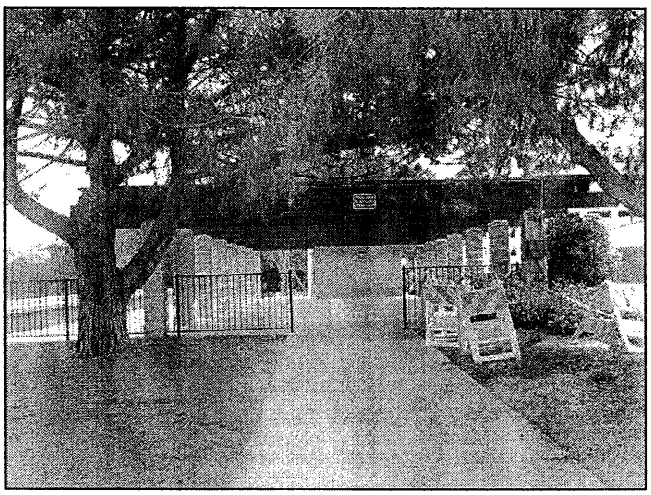
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Environmental Planning and Research

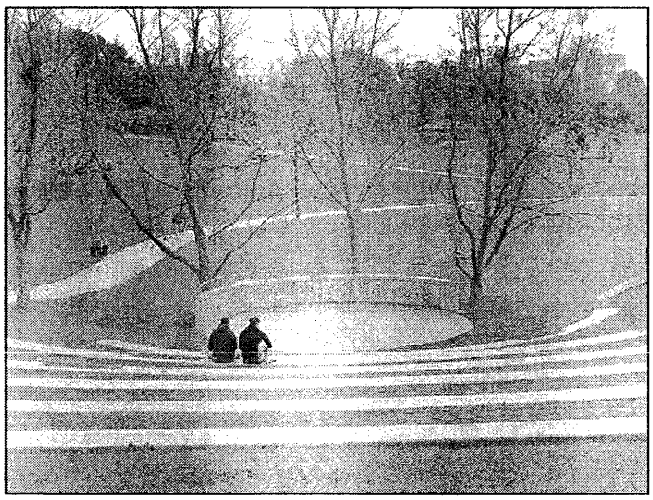
Figure II-3
Views of the Project Site
Views 1-3



View 4: View of the Monument facing north from Pan Pacific Park.

View 5: View looking south at the top level of the picnic structure.



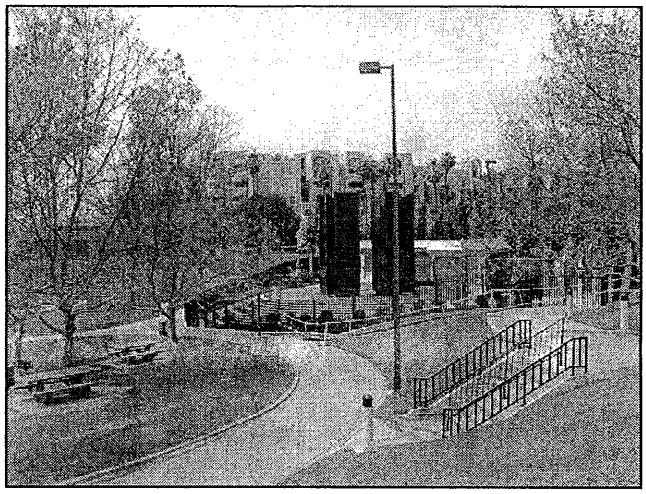


View 6: View of the Pan Pacific Amphitheatre looking south from the Project Site.

Source: Christopher A. Joseph & Associates, 2006.

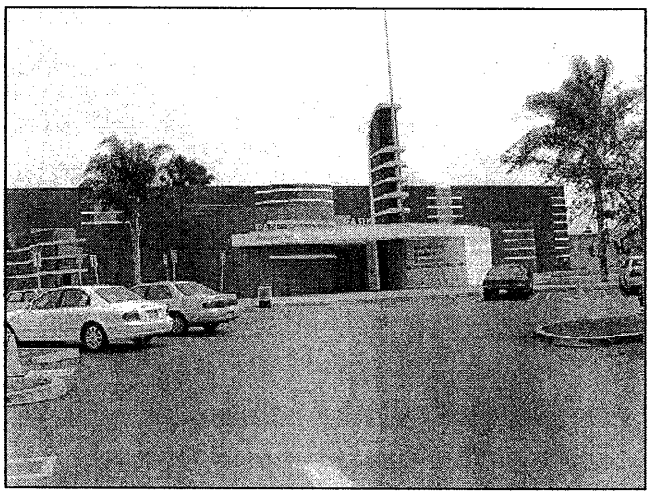
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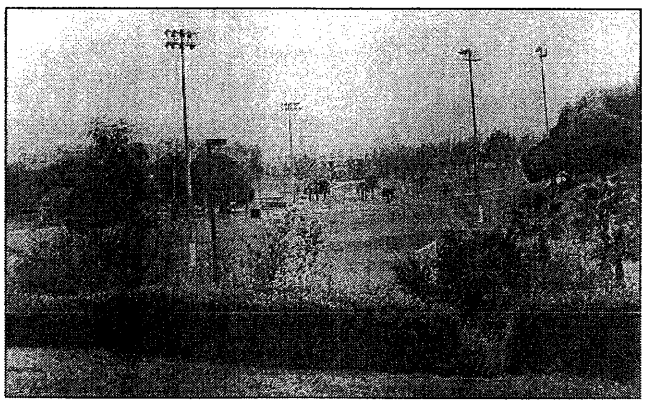
Figure II-4
Views of the Surrounding Park Uses
Views 4-6



View 7: View looking west towards the Project Site from the interior of the park.

View 8: View looking east at the Pan Pacific Auditorium & Parking Lot.





View 9: View of Pan Pacific Park from 3rd Street.

Source: Christopher A. Joseph & Associates, 2006.

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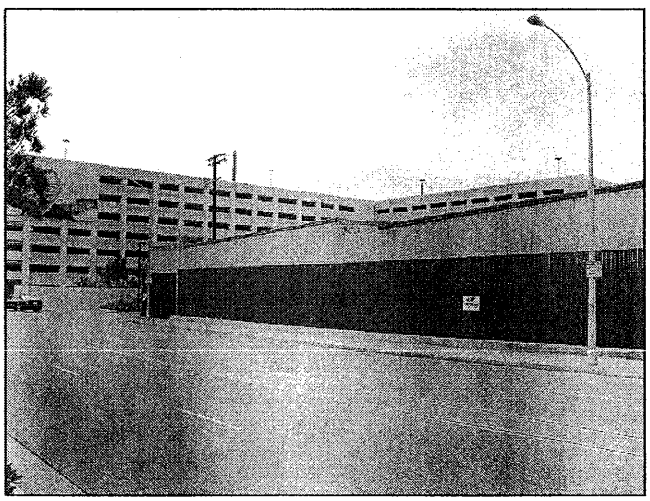
Figure II-5
Views of Pan Pacific Park
Views 7-9



View 10: View of the Post Office looking north from the Project Site.



View 11: View along Stanley Avenue looking northwest.



View 12: View along Stanley Avenue looking southwest.

Source: Christopher A. Joseph & Associates, 2006.

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Figure II-6
Views of Surrounding Land Uses
Views 10-12

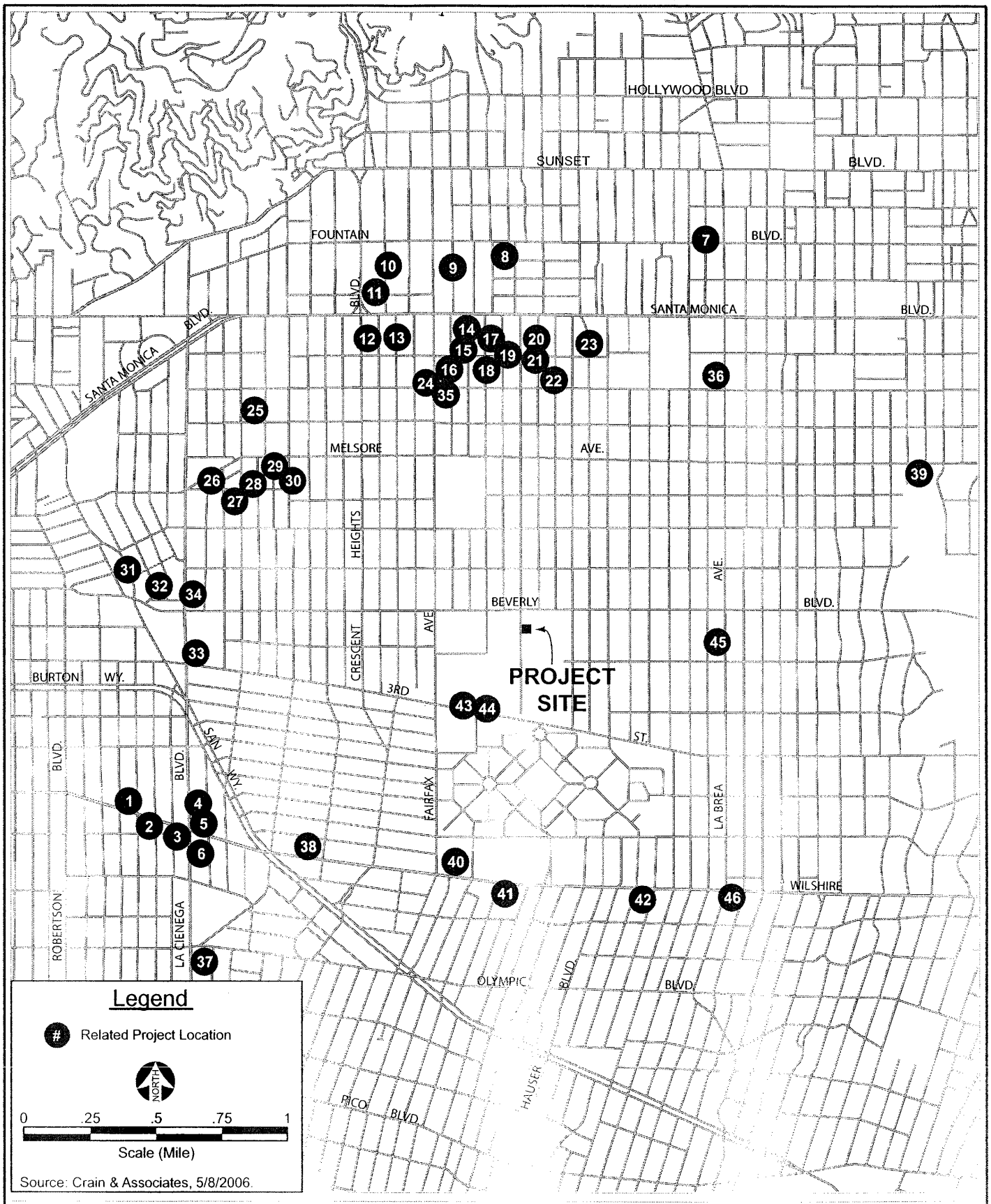
Table II-1
Related Projects

No.	Location	Size	Unit	Description
1.	8601 Wilshire Boulevard	37	du	Apartment
2.	8600 Wilshire Boulevard	4,800 21	sf du	Retail Residential
3.	8536 Wilshire Boulevard	24,890	sf	Office/Retail
4.	155-157 N. Hamilton Drive	11	du	Residential
5.	50 N. La Cienega Boulevard	14,000	sf	Medical Office
6.	225 S. Hamilton	27	du	Residential
7.	1319-1327 Detroit Street	25	du	Condominium
8.	7729 Hampton Avenue	2	du	Apartment
9.	1220 Orange Grove Avenue	12	du	Condominium
10.	1248 Laurel Avenue	16	du	Condominium
11.	8008 Norton Avenue	8	du	Condominium
12.	1047 Crescent Heights Boulevard	4	du	Apartment
13.	1010 Edinburgh Avenue	10	du	Condominium
14.	1024 Ogden Drive	5	du	Apartment
15.	1021 Ogden Drive	5	du	Condominium
16.	950 Orange Grove Avenue	5	du	Condominium
17.	1046 Genesee Avenue	5	du	Condominium
18.	925 Genesee Avenue	4	du	Apartment
19.	1013 Spaulding Avenue	5	du	Condominium
20.	1048 Curson Avenue	5	du	Condominium
21.	1040 Curson Avenue	4	du	Apartment
22.	917 Sierra Bonita Avenue	5	du	Condominium
23.	1029 Vista Street	5	du	Condominium
24.	7917 Willoughby Avenue	8	du	Condominium
25.	825 Kings Road	18	du	Condominium
26.	612-616 Croft Avenue	11	du	Condominium
27.	500 Orlando Avenue	4	du	Apartment
28.	547 Kings Road	4	du	Condominium
29.	632-636 Kings Road	6	du	Condominium
30.	533 Sweetzer Avenue	5	du	Condominium
31.	365 San Vicente Boulevard	135 42	du du	Condominium Senior Housing
32.	310 Huntley Drive	170	sf	Private School

Table II-1 (Continued)
Related Projects

No.	Location	Size	Unit	Description
33.	100 La Cienega Boulevard	324,910 30,348 62 177	sf sf du du	Shopping Center High-Turnover Restaurant Condominium Assisted Living
34.	329 La Cienega Boulevard	140	st	Private School
35.	801 Fairfax Avenue	93 15,826	du sf	Apartment Shopping Center
36.	915 La Brea Avenue	203 45,300	du sf	Apartment Retail
37.	1016 La Cienega Boulevard	11,085	sf	Shopping Center
38.	6411 Wilshire Boulevard	29,060 2,500 130	sf sf du	Retail Fast-Food Restaurant Apartment
39.	5920 Melrose Avenue	54 16,000	du sf	Apartment Retail
40.	652 Ogden Street	20,000 30,000 2,500 2,500 80,000	sf sf sf sf sf	New Entrance Subterranean Utilities Specialty Retail Restaurant Entitled Museum (BCAM)
41.	5600 Wilshire Boulevard	288 4,000 8,500	du sf sf	Apartment Restaurant Retail
42.	5500 Wilshire Boulevard	175	du	Apartment
43.	6298 3rd Street	300	du	Apartment
44.	6300 3rd Street	300	du	Apartment
45.	145 La Brea Avenue	18,610	sf	Shopping Center
46.	SEC Wilshire Boulevard and La Brea Avenue	400 30,000	du sf	Apartment Shopping Center

Source: Crain & Associates, June 2006.



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Figure II-7
Related Projects Map

B. PROJECT BACKGROUND

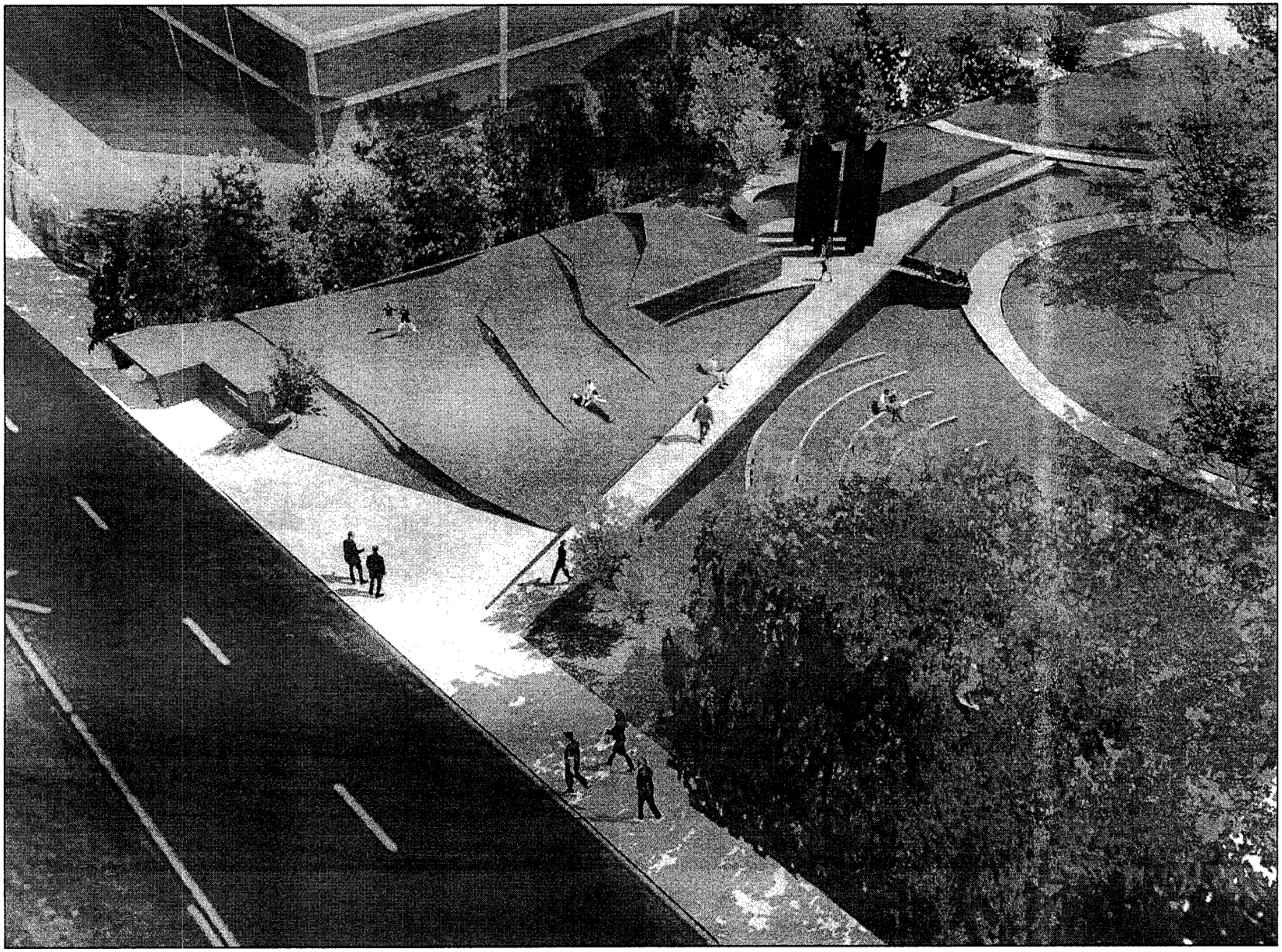
The Los Angeles Museum of the Holocaust (LAMH) is a non-profit organization founded in 1961 by Holocaust survivors for the purpose of educating younger generations about the Holocaust. The museum began as the Los Angeles Martyrs Memorial and Museum of the Holocaust when a group of survivors donated artifacts from their concentration camp experiences during World War II. In addition to museum operations, LAMH staff and volunteers administer to mentor and educational programs at about 60 public and private schools, mostly in the inner-city, involving about 2,500 middle and senior high school students. The museum is open to the public and admission is free.

The museum has changed locations since its inception due to various factors (e.g., earthquake damage repairs) and the addition of extensive exhibits and photo displays, archives and a resource center. The initiation of LAMH tours and programs for the public and students also increased demand for space. Development of the proposed project would provide the LAMH with a permanent location that would accommodate its current and future needs.

The relocation of the LAMH to Pan Pacific Park was first proposed to the City of Los Angeles Board of Recreation and Park Commissioners in November 2004. If the Board approves the relocation of the LAMH on park property, the Department would enter into a long-term lease agreement with the LAMH, which will contain standard City requirements (e.g., property maintenance, utilities, etc.). The LAMH and representatives of the Department of Recreation and Parks are currently negotiating the appropriate long-term lease terms and conditions. This agreement would need to be approved by the Board of Recreation and Park Commissioners and the City Council.

C. PROJECT CHARACTERISTICS

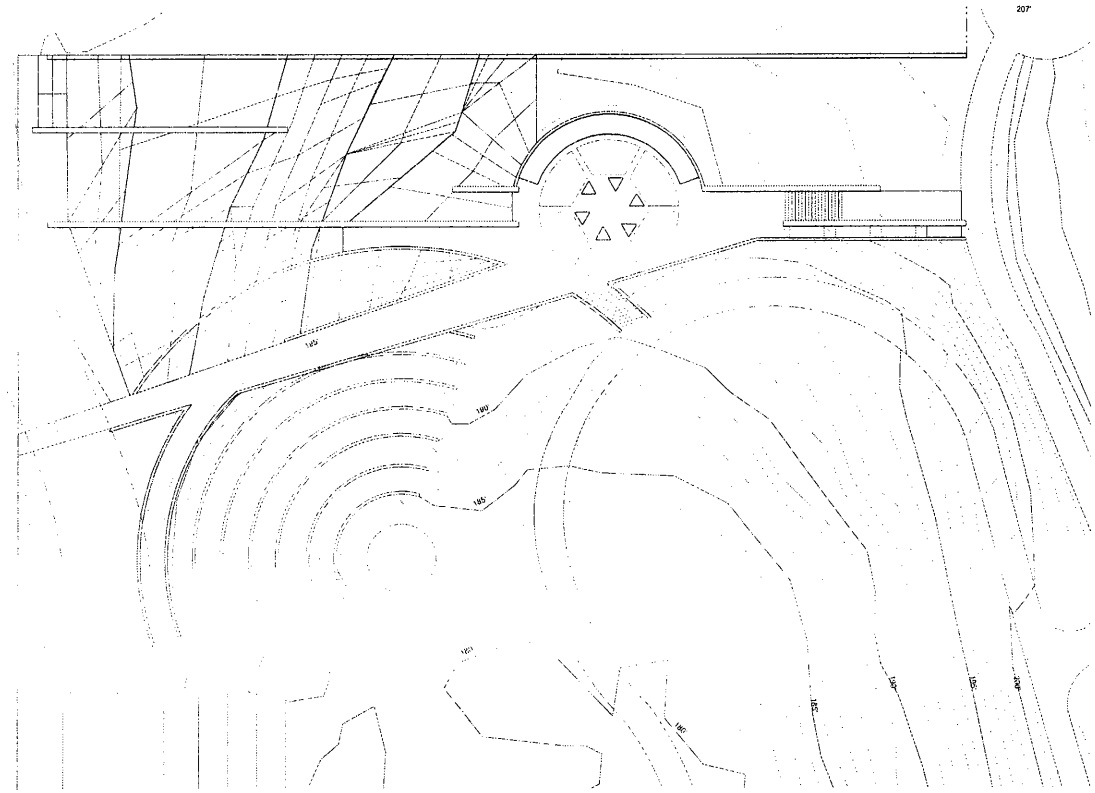
The proposed project would include the development of the 8,375-square-foot LAMH museum building (see Figures II-8 through II-12). The proposed museum would be developed partly belowground, thus, integrating it into the surrounding parkland. The three design concepts that will be incorporated into the proposed museum include: (1) a scarring/peeling of the landscape; (2) the reconfiguration/maintaining of open space and the addition of green space; and (3) culturally driven architectural gestures. Parking for the proposed project as well as auxiliary parking for Pan Pacific Park would be provided by 25 spaces of subterranean parking. In addition, there will be 7,600 square feet of paving, including walkways, some of which would be existing paving associated with the Holocaust Monument.



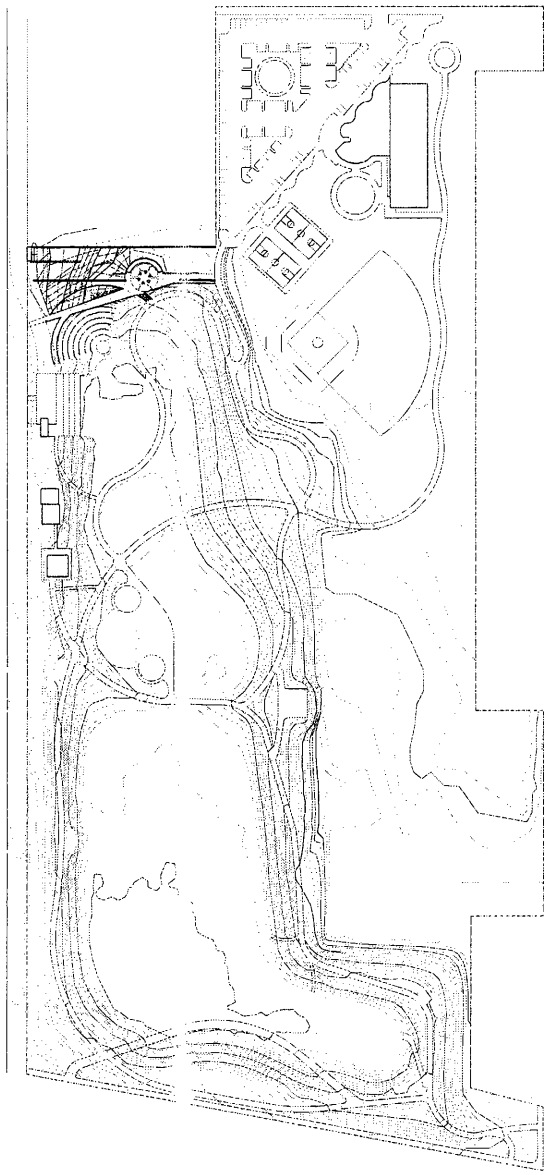
Source: Belzberg Architects January 13, 2006.

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Figure II-8
Architectural Rendering



SITE PLAN 2
SCALE: 1"=20'-0"



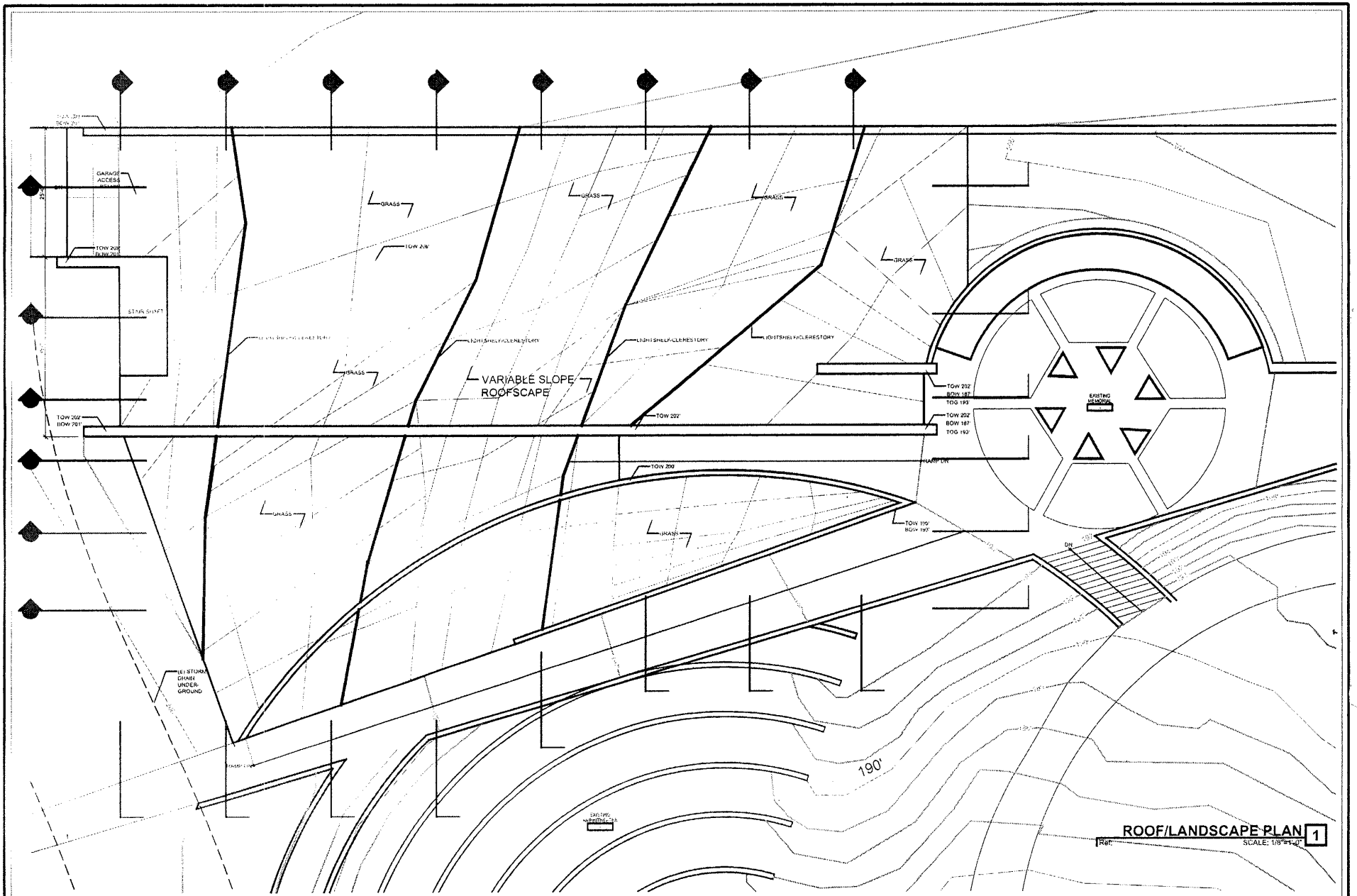
SITE PLAN 1
SCALE: 1"=100'-0"

Source: Belzberg Architects, January 13, 2006.

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NORTH

Figure II-9
Site Plans

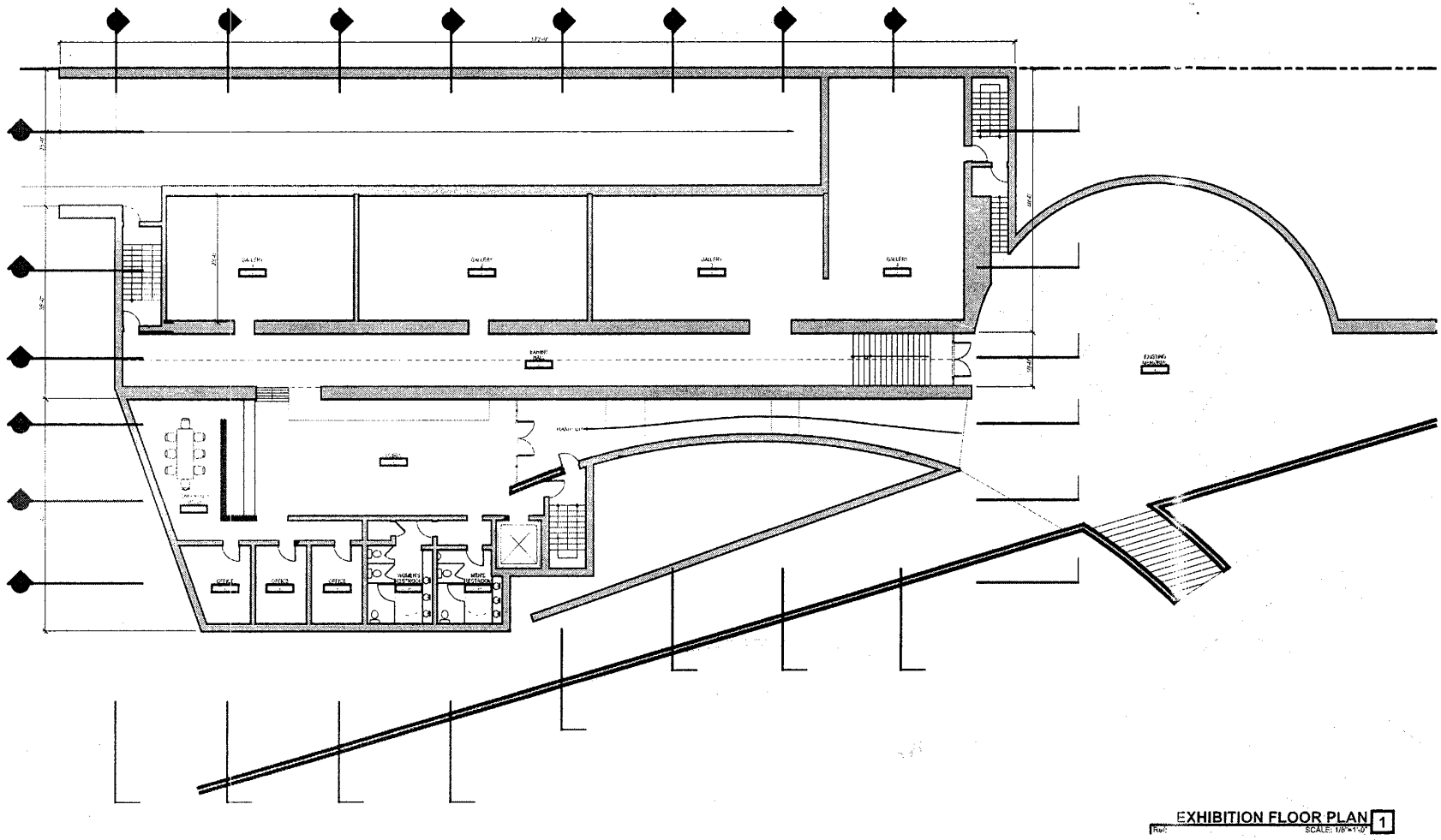


Source: Belzberg Architects, January 13, 2006.

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NORTH

Figure II-10
Roof and Landscape Plan

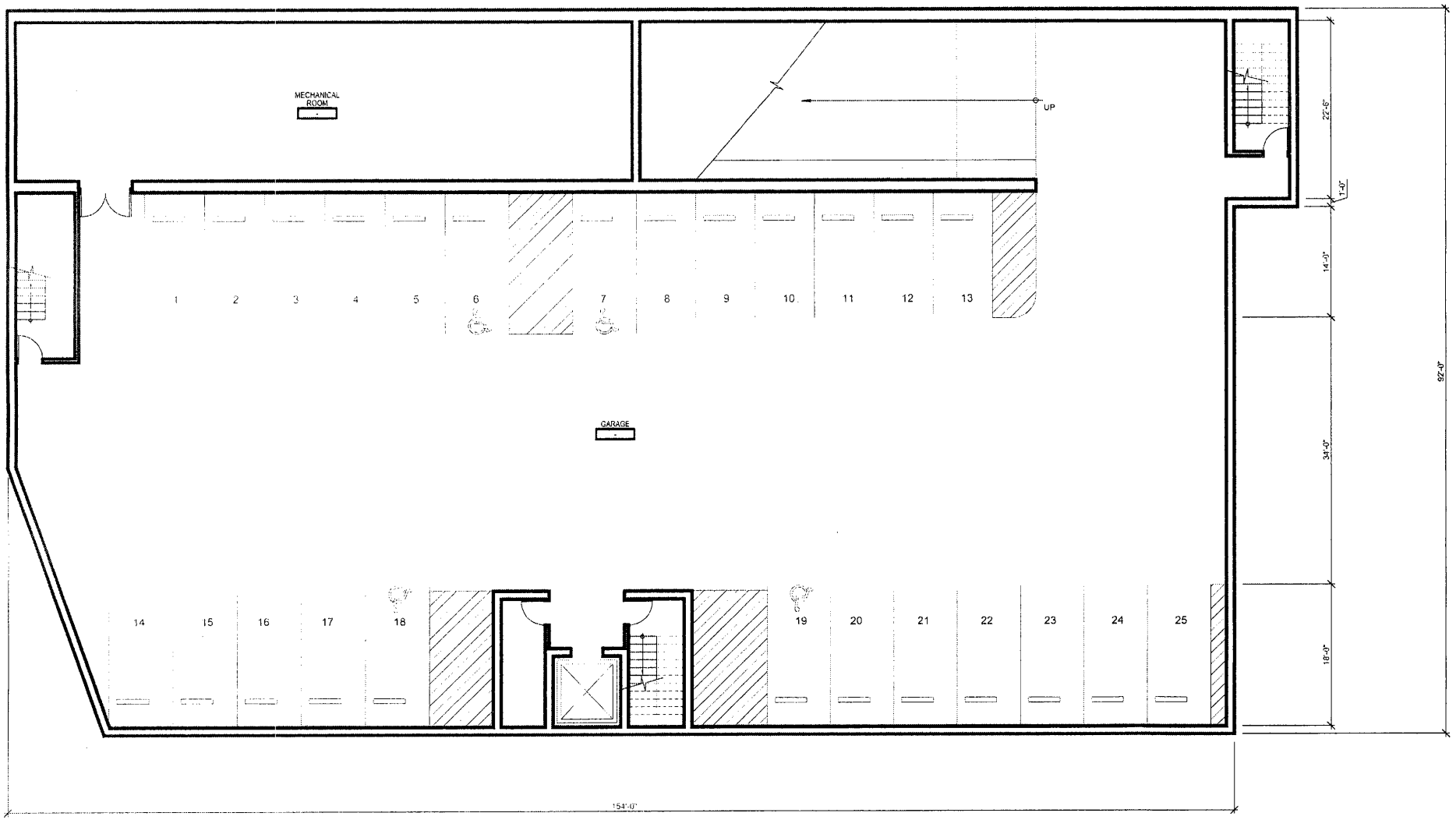


Source: Belzberg Architects, January 13, 2006.

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NORTH

Figure II-11
Exhibition Floor Plan



GARAGE FLOOR PLAN 1

Ref: SCALE: 1/8"=1'-0"

Source: Belzberg Architects, January 13, 2006.

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Environmental Planning and Research

NORTH

Figure II-12
Garage Floor Plan

The proposed museum's architecture is intended to be experiential for the visitor as well as environmentally sensitive to the surrounding parkland. As shown in Figure II-8, the proposed museum would be an earth-sheltered building with a grass-covered roof, forming a contiguous surface between the ground and the roof. The majority of the building would be constructed belowground, with its highest points roughly 10 feet above street level. As discussed above, the project site is landscaped with grass, ornamental trees, and shrubs. With the exception of the trees lining the fence between the project site and the adjacent post office, project implementation would include the removal of all on-site landscaping.

The chain link fence along the project site's western boundary (Stanley Avenue/The Grove Drive) would also be removed to allow access to the proposed museum. Visual compatibility would be achieved by the use of heights, proportions, forms, materials, details, and colors that would be complementary to the surrounding parkland. Further, the building's roof would be designed to accommodate pedestrian activity and, therefore, continue to be available to park visitors.

The existing Holocaust Monument would be a central outdoor feature of the museum. The existing fencing around the monument would be removed and the circular stairway would be integrated as a raised walkway connecting the sidewalk along Stanley Avenue/The Grove Drive to the proposed museum as well as the Holocaust Monument and two other existing walkways within the park.

In addition, the proposed project would include off-site improvements to the paved and covered picnic area located adjacent to the project site to the south. These improvements would consist of landscaping, a bus drop-off and pick-up, new picnic tables, and enhanced sidewalk circulation.

Access and Parking

Access to the proposed museum, including the subterranean parking garage, would be provided from Stanley Avenue/The Grove Drive. The parking garage, consisting of 25 spaces, would be accessed via a covered ramp at the northwestern corner of the project site.

Grading and Construction

Project implementation would require approximately 20,000 square feet of grading, including 7,600 square feet for the paved areas. Construction of the museum building, including one level of subterranean parking, would require excavation down to roughly 30 feet below ground surface (bgs). Excavation would involve the movement of approximately 13,800 cubic yards of soil, which would be exported. [1]

Construction of the proposed project would last approximately 18 months, and would begin in January 2007 and be completed in June 2008.

Operations

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[1] *Amount of excavation based on an estimate of approximately 12,400 square feet of grading footprint, excluding paved areas, to an approximate depth of 30 feet.*

Upon completion, the proposed project would operate under similar conditions as the existing LAMH. Hours of operation would be from 10:00 AM to 4:00 PM Monday through Thursday, from 10:00 AM to 2:00 PM on Fridays, and by appointment only on Sundays. The proposed project would provide museum space to replace the existing LAMH located at 6435 Wilshire Boulevard, approximately 1.7 miles from the project site. All museum administrative and educational operations would be transferred to the proposed museum. The LAMH currently attracts as many as 10,000 visitors yearly and anticipates at least as many visitors to the new facility. The LAMH is currently staffed with five full-time employees. The proposed project would have approximately six employees, including one security guard.

D. DISCRETIONARY ACTIONS

CEQA Section 21065(c) stipulates that a "project" is an activity that involves the issuance of a lease for use by a public agency. As implementation of the proposed project would involve the issuance of a lease to the LAMH by the Los Angeles Department of Recreation and Parks (LADRP), it is considered a project pursuant to CEQA. Therefore, the proposed project is subject to environmental review under CEQA.

Pursuant to various sections of the LAMC, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: excavation, grading, haul route, foundation, and building. This Initial Study serves as the environmental document for all discretionary and ministerial actions associated with development of the proposed project. This Initial Study is also intended to cover all federal, State, regional and/or local government discretionary and ministerial approvals that may be required to develop the proposed project.

III. INITIAL STUDY CHECKLIST

THE DEPARTMENT OF RECREATION AND PARKS OF THE CITY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

Date: May 2007

Project Title: Los Angeles Museum of the Holocaust Project

Project Location: Pan Pacific Park, 7600 Beverly Boulevard

Project Description: see Section II.

DETERMINATION

On the basis of the attached initial study checklist and evaluation:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

___ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or

mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by: _____

David Attaway, Environmental Supervisor

ENVIRONMENTAL IMPACTS	(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)			
	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
3. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☐	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii.	Strong seismic ground shaking?	☐	☐	☒	☐
iii.	Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv.	Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
7.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☐	☒
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	quarter mile of an existing or proposed school?				
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
8.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☒	☐	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☐	☐	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of	☐	☐	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	polluted runoff?				
f.	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☐
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
9.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
10.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
11.	**NOISE.** Would the project:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	project?				
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
12.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
13.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	☐	☐	☒	☐
b.	Police protection?	☐	☐	☒	☐
c.	Schools?	☐	☐	☐	☒
d.	Parks?	☐	☐	☒	☐
e.	Other public facilities?	☐	☐	☒	☐
14.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
15.	**TRANSPORTATION/CIRCULATION**. Would the project:				
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☐	☐	☒	☐
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Result in inadequate parking capacity?	☐	☐	☐	☒
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
16.	**UTILITIES.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	new or expanded entitlements needed?				
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

17. MANDATORY FINDINGS OF SIGNIFICANCE.

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b.	Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE

IV. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A significant impact would occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. There are no scenic vistas in the project area. Views in the vicinity of the project site are largely constrained by mid- to high-rise structures and the area's relatively flat topography. The area surrounding the project site is characterized by urban development, consisting of commercial buildings, multi-storied residential developments, and parking lots. However, the project site is located within the Pan Pacific Park which may be considered an area of scenic value. Pan Pacific Park also functions as a flood control basin and, thus, is basin-shaped with the edges of the property being level with the surrounding streets and the center of the park being at a somewhat lower elevation. As such, the proposed museum would be developed partly belowground, thus, integrating it into the surrounding parkland. The three design concepts that would be incorporated into the proposed museum include: (1) a scarring/peeling of the landscape; (2) the reconfiguration/maintaining of open space and the addition of green space; and (3) culturally driven architectural gestures. The museum would also be designed to compliment the existing Holocaust Monument, the central outdoor feature of the museum. As shown in Figure II-8, Architectural Rendering, the proposed museum would be an earth-sheltered building with a grass-covered roof, forming a contiguous surface between the ground and the roof. The majority of the building would be constructed belowground, with building heights extending no more than roughly 10 feet above street level. Therefore, the proposed museum would not substantially block views of Pan Pacific Park. The chain link fence along the project site's western boundary (Stanley Avenue/The Grove Drive), which currently impedes views of the project site from adjacent development, would also be removed. Visual compatibility would be achieved by the use of heights, proportions, forms, materials, details, and colors that would be complementary to the surrounding parkland and impacts to scenic vistas would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. A significant impact would occur only where scenic resources would be damaged or removed by the project. As discussed above in Question 1(a), the project site is located in a highly-developed urban setting and no scenic resources currently exist in this area. No rock outcroppings exist on the project site. The project site is currently landscaped with grass, ornamental trees, and shrubs. With the exception of the trees lining the fence between the project site and the adjacent post office, project implementation would include the removal of all on-site landscaping. However, as the proposed museum's grass-covered roof would form a contiguous surface between the ground and the roof; the proposed project would maintain similar amounts of green space as under existing conditions. The

proposed project is not located within or near a State Scenic Highway[1] or City-designated Scenic Highway.[2] Therefore, no impact to scenic resources within a scenic highway would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. A significant impact may occur if a project introduces incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The proposed project is located within an urbanized area. Therefore, the visual characteristics of the area surrounding the project site is dominated and defined by urban features, including commercial buildings, multi-family residential buildings, and parking lots. Nonetheless, the project site is located within the Pan Pacific Park. Currently, the project site consists of a small grassy area with ornamental trees and shrubs. Though largely blocked by mature ornamental trees and a chain link fence, the existing project site is visible primarily from Stanley Avenue/The Grove Drive, the multi-family residential building located at the corner of Stanley Avenue/The Grove Drive and Beverly Boulevard, and the interior of Pan Pacific Park. A fence and row of ornamental trees and shrubs impede views of the project site from the adjacent post office to the north.

As discussed above in Question 1(a), the proposed museum would be designed to be visually compatible with the surrounding parkland. This would be achieved by the use of heights, proportions, forms, materials, details, and colors that would be complementary to the surrounding parkland. Further, the architecture of the proposed museum would be designed to be environmentally sensitive to the visual character of the site, including a landscaped rooftop which would form a contiguous surface between the ground and the roof, maintaining similar characteristics as existing conditions. The existing Holocaust Monument would be the central outdoor feature of the museum, thereby, maintaining the current character of the immediate surroundings. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings and impacts to scenic vistas would be less than significant.

Heights and Massing

The majority of the building would be constructed belowground with building heights extending no more than roughly 10 feet above street level. Therefore, as discussed above, the proposed museum would not substantially change the visual character of the Pan Pacific Park.

Landscaping

The project site is currently landscaped with grass, ornamental trees, and shrubs. With the exception of the trees lining the fence between the project site and the adjacent post office, project implementation

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[1] *California Department of Transportation, California Scenic Highway Program, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/langeles.htm, June 3, 2006.*

[2] *City of Los Angeles, Transportation Element of the General Plan, Scenic Highways in the City of Los Angeles, Map E, June 1998.*

would include the removal of all on-site landscaping. However, the proposed museum's grass-covered roof would form a contiguous surface between the ground and the roof. Therefore, the proposed project would maintain similar amounts of green space as under existing conditions.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. A significant impact may occur if a project introduces new sources of light or glare on the project site which would be incompatible with the areas surrounding the project site or which pose a safety hazard, such as to motorists utilizing adjacent streets.

Urban Lighting

The project site is located in a well-lit urban area where there are high levels of ambient lighting, including vehicle headlights, streetlights, architectural and security lighting, and indoor building illumination (light from the interior of buildings seen through windows). In addition, Pan Pacific Park has lighting to provide for nighttime usage of park uses such as the jogging path, outdoor basketball courts and baseball diamonds.

The proposed project would include security lighting to deter criminal activity. This lighting would be directed towards the interior of the project site. As previously discussed, the majority of the proposed museum would be constructed belowground with its highest points no more than roughly 10 feet above street level. Thus, indoor building illumination emanating from the proposed museum would be nominal. Further, the building would be covered with a landscaped rooftop, which would not produce any light or glare. Therefore, light and glare emanating from the proposed museum would be negligible. As such, the proposed building would not cause excessive light or glare that is not visually consistent with surrounding land uses, or result in a substantial increase in light or glare that would affect sensitive nearby uses. Thus, the impact associated with light or glare would be less than significant.

Cumulative Impacts

Less Than Significant Impact. According to the Draft Los Angeles CEQA Thresholds Guide, a significant cumulative aesthetic impact would occur if any of the related projects would "result in the removal, alteration, or destruction of similar aesthetic features as the proposed project, and/or would add structural or other features that would contrast conspicuously with the valued aesthetic character of the same area as the project."[3] As discussed above, there are no identified scenic resources in the project area. Views in the vicinity of the project site are largely constrained by mid- to high-rise structures and the area's relatively flat topography. The area surrounding the project site is characterized by urban development, consisting of commercial buildings, multi-storied residential developments, and parking lots. However, the project site is located within the Pan Pacific Park which may be considered an area of scenic value. As shown in Figure II-7, Related Projects Map, there are no related projects currently proposed that would be visible from Pan Pacific Park. In addition, development of each of the related

[3] *City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998, page L.1-5.*

projects would be subject to applicable design guidelines and approval of the appropriate jurisdiction (the City of Los Angeles, the City of West Hollywood, or the City of Beverly Hills). Therefore, cumulative aesthetic impacts would be less than significant.

2. AGRICULTURE

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site is not included in the Important Farmland category.[4] The project site is located in the heavily developed area of Downtown Los Angeles and does not include any State-designated agricultural lands. Therefore, no impact on farmland or agricultural resources would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use. The project site is not currently zoned for agricultural use nor would the proposed project involve the conversion of agricultural land to another use. Therefore, the proposed project would have no impact associated with land zoned for agricultural use.

c) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the project site nor the nearby properties are currently utilized for agricultural activities and, as discussed above (see Question 2(a)), the project site is not classified in any "Farmland" category designated by the State. Therefore, the proposed project would have no impact associated with the conversion of farmland.

Cumulative Impacts

No Impact. Development of the proposed project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural

[4] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: http://www.consrv.ca.gov/dlrp/FMMP/overview/survey_area_map.htm, May 26, 2006.*

use. The project site and the related projects are located in a dense urbanized area of the City and do not include any State-designated agricultural lands. Furthermore, the Extent of Important Farmland Map Coverage, maintained by the Division of Land Protection, indicates that the project site and the surrounding area are not included in the Important Farmland category.[5] Therefore, the proposed project in combination with the related projects would have no impact associated with the conversion of farmland.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. A significant impact may occur if the proposed project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan.

The project site is located within the South Coast Air Basin (Basin), within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary. The SCAQMD has adopted criteria for determining consistency with regional plans and the regional AQMP in its CEQA *Air Quality Handbook* (Handbook). These include: 1) identifying whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) identifying whether the project would exceed the assumptions utilized in preparing the AQMP. A significant impact may occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

The SCAQMD has prepared a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on August 1, 2003. This AQMP, referred to as the 2003 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2003 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with the population and employment growth projections identified by the SCAG in its 2001 Regional

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[5] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: http://www.consrv.ca.gov/dlrp/FMMP/overview/survey_area_map.htm, May 26, 2006.*

Transportation Plan (RTP). The AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation. Projects that are consistent with the projections of employment and population forecasts identified in the SCAG's 2001 RTP are considered consistent with the AQMP growth projections, since the forecast assumptions in the 2001 RTP forms the basis of the land use and transportation control portions of the AQMP.

The proposed project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. However, as discussed in Question 12(a), the proposed project would not include any growth-inducing elements such as housing or businesses. The proposed museum is intended to serve the existing surrounding community and, as such, would not cause any growth-inducing impacts. Further, as discussed in Section II, Project Description, the proposed project would provide museum space to replace the existing Los Angeles Museum of the Holocaust (LAMH) located at 6435 Wilshire Boulevard, which is approximately 1.7 miles from the project site. While the LAMH is currently staffed with five full-time employees, the proposed project would have approximately six employees. Consequently, employees and volunteers of the current museum would not need to relocate to the immediate area surrounding the project site in order to work at the museum. Thus, because the proposed project would not induce substantial population growth in the area, the proposed project would not exceed the 2001 RTP's projected growth rates for the City. As the proposed project would be consistent with 2001 RTP's Citywide population and housing projections, it would also be consistent with AQMP attainment forecasts.

Another measurement tool used in determining consistency with the AQMP is to determine if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT) both within the project and the community in which it is located, which consequently results in the minimization of air pollutant emissions. Thus, if a project is planned such that VMT within the project and the community in which it is located is minimized, that aspect of the project is consistent with the AQMP. The proposed project site is located in a well-developed urban setting within the Beverly-Fairfax Community Commercial Center of the Wilshire Community of the City of Los Angeles. The project site is located within Pan Pacific Park, which is bound by Beverly Boulevard to the north, Gardner Street to the east, 3rd Street to the south, and Stanley Avenue/The Grove Drive to the west. The area surrounding the project site is primarily developed with commercial, retail, and residential land uses, and is served by public transit provided by the Los Angeles County Metropolitan Transportation Authority (MTA). The MTA provides an extensive system of bus and rail lines throughout the community. Current regional transit information available through the MTA indicates that several bus routes have stops within fairly reasonable walking distance (approximately one-quarter mile or less) of the project site. In addition, the Los Angeles Department of Transportation (LADOT) also provides DASH routes near the project site that serves the local and surrounding communities. When transfer opportunities are considered, the bus and rail lines in the area provide access between the project site and key destinations throughout the Los Angeles metropolitan area. As such, the availability of public transit service in the vicinity of the project site could encourage the use of public transportation by employees and visitors of the proposed project. Therefore, the proposed project would be consistent with the goals of the AQMP for reducing the emissions associated with new development, and no impact to the AQMP would occur.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction

During construction, two basic types of activities would be expected to occur and generate emissions. First the project site would be prepared, excavated, and graded to accommodate the subterranean parking structure and building foundations. Second, the proposed 8,375-square-foot LAMH museum building would be constructed. As discussed in Section II, Project Description, construction of the proposed project would require approximately 20,000 square feet of grading, including 7,600 square feet for the paved areas. In addition, excavation at the project site would involve the movement of approximately 13,800 cubic yards of soil. Overall, construction of the proposed project would occur over an approximately 18-month period. It is anticipated that the beginning of construction would occur in January of 2007, with completion in June 2008. For the purpose of analysis, the grading/excavation and building construction phase of the proposed project have been predicted to last four and 18 months, respectively.

The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Table IV-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by SCAQMD Rule 403, Fugitive Dust. The following measures, which correspond to measures that have been entered to the URBEMIS 2002 computer model to estimate the daily construction emissions of the proposed project, shall be implemented as part of the proposed project pursuant to the requirements under SCAQMD Rule 403:

1. Soil stabilizers shall be applied to inactive construction areas.
2. Ground cover in disturbed areas shall be quickly replaced.
3. Exposed surfaces shall be watered twice daily.
4. All unpaved haul roads shall be watered twice daily.
5. All stock piles of debris, dirt, or rusty materials shall be covered with a tarp.
6. Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).

As shown in Table IV-1, construction-related daily emissions associated with the proposed project would not exceed any SCAQMD significance thresholds for criteria pollutants during the construction phase. Therefore, construction air quality impacts would be less than significant.

Table IV-1
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day				
	VOC	NOx	CO	SOx	PM_{10}
Site Grading and Excavation Phase (2007)					
Fugitive Dust	--	--	--	--	354.05
Off-Road Diesel Equipment	4.61	28.81	38.67	--	1.07
On-Road Diesel Equipment	0.46	10.26	1.73	0.02	0.24
Worker Trips	0.08	0.16	1.74	0.00	0.01
Total Emissions	5.15	39.23	42.14	0.02	355.37
Mitigation[a]	0.00	0.00	0.00	0.00	(301.20)
Total Grading and Excavation Emissions after Mitigation	5.15	39.23	42.14	0.02	54.17
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***
Building Construction Phase (2007)					
Building Construction Off-Road Diesel Equipment	1.50	9.66	12.20	--	0.34
Building Construction Worker Trips	0.02	0.01	0.19	0.00	0.00
Total Emissions	1.52	9.67	12.39	0.00	0.34
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***
Building Construction Phase (2008)					
Building Construction Off-Road Diesel Equipment	1.50	9.39	12.33	--	0.31
Building Construction Worker Trips	0.01	0.01	0.18	0.00	0.00
Architectural Coatings Off-Gas[b]	3.96	--	--	--	--
Architectural Coatings Worker Trips	0.01	0.01	0.17	0.00	0.00
Asphalt Off-Gas	0.05	--	--	--	--
Asphalt Off-Road Diesel	1.81	11.61	14.71	--	0.41
Asphalt On-Road Diesel	0.01	0.14	0.03	0.00	0.00
Asphalt Worker Trips	0.01	0.00	0.13	0.00	0.00
Total Building Emissions	7.36	21.16	27.55	0.00	0.72
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***

[a] *Mitigation consists of dust control measures as required by SCAQMD Rule 403—Fugitive Dust.*

[b] *Calculated assuming that each gallon of paint would cover approximately 400 square feet of surface and that 2.08 pounds of VOC would be generated per gallon of paint, in accordance with SCAQMD Rule 1113.*

Source: Christopher A. Joseph & Associates, June 2006. Calculation sheets are provided in Appendix B.

Operation

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and the periodic application of architectural coatings for building repainting

purposes. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2002 computer model recommended by the SCAQMD for both the average weekday and an average Sunday. The URBEMIS air quality model is a land-use-based model that generates air emissions based on the type and density of the proposed land uses, and is influenced by other factors such as trip generation rates, proximity to mass transit, local demographics, and the extent of pedestrian friendly amenities. Factors such as the recreational nature of the proposed project, the project's location within the Wilshire community of Los Angeles, and the project site's proximity to different modes of public transit service, serve to influence the air emissions that would generated by the proposed project. These factors serve to minimize the VMT both within the project and the community in which it is located, and consequently minimizes the generation of air pollutant emissions. The following existing characteristics of the project site's surrounding environment would serve to reduce the operational emissions associated with the project:

- Presence of local-serving retail land uses within a ½-mile radius of the project site;
- Presence of daily weekday buses stopping within a ¼-mile radius of the project site;
- Streets with sidewalks on both sides within a ½-mile radius of the project site.

The results of these calculations are presented in Table IV-2, Estimated Daily Operational Emissions – Average Weekday, and Table IV-3, Estimated Daily Operational Emissions – Average Sunday. As shown in Tables IV-2 and IV-3, the proposed project would generate a net increase in average daily emissions on both an average weekday and Sunday that does not exceed the thresholds of significance recommended by the SCAQMD during both the summertime smog season and wintertime non-smog season. Therefore, the proposed project would result in a less-than-significant impact with respect to operational emissions.

Table IV-2

Estimated Daily Operational Emissions – Average Weekday[a]

Emissions Source	Emissions in Pounds per Day				
	VOC	NOx	CO	SOx	PM_{10}
Summertime (Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating	0.01	0.08	0.07	0.00	0.00
Landscape Maintenance Equipment	0.09	0.01	0.63	0.00	0.00
Architectural Coatings	0.03	--	--	--	--
Mobile (Vehicle) Sources	0.53	0.42	5.92	0.00	0.70
Total Emissions	0.66	0.51	6.62	0.00	0.70
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***
Wintertime (Non-Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating	0.01	0.08	0.07	0.00	0.00
Architectural Coatings	0.03	--	--	--	--
Mobile (Vehicle) Sources	0.47	0.63	5.72	0.00	0.70
Total Emissions	0.51	0.71	5.79	0.00	0.70
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***

[a] *Although the build out year for the proposed project is 2008, the 2010 study year is used to calculate the proposed project's estimated daily operational emissions concentrations in the URBEMIS computer model to represent a "conservative" analysis, as greater traffic volumes associated with ambient growth and related projects would occur.*

Source: Christopher A. Joseph & Associates, June 2006. Calculation sheets are provided in Appendix B.

Table IV-3

Estimated Daily Operational Emissions – Average Sunday[a]

Emissions Source	Emissions in Pounds per Day				
	VOC	NOx	CO	SOx	PM_{10}
Summertime (Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating	0.01	0.08	0.07	0.00	0.00
Landscape Maintenance Equipment	0.09	0.01	0.63	0.00	0.00
Architectural Coatings	0.03	--	--	--	--
Mobile (Vehicle) Sources	0.81	0.72	10.06	0.01	1.19
Total Emissions	0.94	0.81	10.76	0.01	1.19
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***
Wintertime (Non-Smog Season) Emissions					
Future With Project Emissions					
Water and Space Heating	0.01	0.08	0.07	0.00	0.00
Architectural Coatings	0.03	--	--	--	--
Mobile (Vehicle) Sources	0.79	1.08	9.73	0.01	1.19
Total Emissions	0.83	1.16	9.80	0.01	1.19
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00
Significant Impact?	***No***	***No***	***No***	***No***	***No***

[a] *Although the build out year for the proposed project is 2008, the 2010 study year is used to calculate the proposed project's estimated daily operational emissions concentrations in the URBEMIS computer model to represent a "conservative" analysis, as greater traffic volumes associated with ambient growth and related projects would occur.*

Source: Christopher A. Joseph & Associates, June 2006. Calculation sheets are provided in Appendix B.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. A significant impact would occur if the proposed project would contribute to a significant cumulative net increase in a federal or State non-attainment pollutant.

Because the Basin is currently in non-attainment for ozone, CO, and PM_{10}, the related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed project's contribution, the SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, according to SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question 3(b) above, construction-related and operational daily emissions associated with proposed project would not exceed the SCAQMD's recommended thresholds. The construction-related and operational emissions associated with the proposed project would, therefore, not be cumulatively considerable. This impact would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur where a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

SCAQMD protocol utilizes localized CO concentrations to determine pollutant concentration potential. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. As previously indicated, the project site is located in a well-developed urban setting and is surrounded by commercial, retail, and residential land uses.

Traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak-hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified

CALINE4 screening procedure developed by the Bay Area Air Quality Management District (BAAQMD) and accepted by the SCAQMD. This simplified model, which assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations, is intended as a screening analysis to identify potential CO hotspots.

The simplified CALINE4 screening procedure was used to predict future 8-hour CO concentrations at intersections in the vicinity of the project site in the year 2010 with cumulative development projects for an average weekday and an average Sunday.[6] The results of these calculations are provided in Table IV-4, Predicted Future With Project Localized Carbon Monoxide Concentrations – Average Weekday, and Table IV-5, Predicted Future With Project Localized Carbon Monoxide Concentrations – Average Sunday. The national 8-hour and State 8-hour ambient air quality standards are 9.0 ppm.

As shown in Tables IV-4 and IV-5, future 8-hour CO concentrations at the study intersections would not exceed the national and State ambient air quality standards for 8-hour CO. Therefore, implementation of the proposed project and cumulative development would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations. Project impacts related to CO concentrations would, therefore, be less than significant.

Table IV-4
Predicted Future With Project Localized Carbon Monoxide Concentrations – Average Weekday

Intersection	8-Hour CO Concentrations in Parts Per Million[a]			
	Roadway Edge	25 Feet	50 Feet	100 Feet
Beverly Boulevard and Stanley Avenue	4.2	3.7	3.5	3.3
The Grove Parking Structure Driveway and The Grove Drive	3.3	3.1	3.1	3.0
3rd Street and The Grove Drive	4.4	3.8	3.6	3.4

[a] *National and State 8-hour standards are 9.0 parts per million.*
Source: Christopher A. Joseph & Associates, June 2006. Calculation sheets are provided in Appendix B.

Table IV-5
Predicted Future With Project Localized Carbon Monoxide Concentrations – Average Sunday

Intersection	8-Hour CO Concentrations in Parts Per Million[a]			
	Roadway Edge	25 Feet	50 Feet	100 Feet
Beverly Boulevard and Stanley Avenue	4.9	4.1	3.9	3.6
The Grove Parking Structure Driveway and The Grove Drive	3.6	3.3	3.2	3.1
3rd Street and The Grove Drive	4.2	3.7	3.5	3.3

[a] *National and State 8-hour standards are 9.0 parts per million.*
Source: Christopher A. Joseph & Associates, June 2006. Calculation sheets are provided in Appendix B.

[6] *Although the build out year for the proposed project is 2008, the 2010 study year is used to calculate the 8-hour CO concentrations at the study intersections to represent a "conservative" analysis, as greater traffic volumes associated with ambient growth and related projects would occur.*

e) Would the project create objectionable odors affecting a substantial number of people?

No Impact. A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas.

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project includes the development of a 8,375-square-foot LAMH museum building. As the proposed project involves no elements related to industrial projects, no odors are anticipated. Therefore, no impacts associated with objectionable odors during project operation would occur and no further analysis of this issue is warranted.

During the construction phase, potential sources of objectionable odors at the project site would be those associated with construction equipment exhaust and the exhaust generated by vehicles traveling to and from the project site. In addition, activities associated with the application of architectural coatings and other interior and exterior finishes may also produce discernible odors typical of most construction sites. However, because they are temporary and intermittent in nature, they would not be considered a significant environmental impact. In addition, standard construction requirements imposed on the applicant would address odors from construction. Therefore, impacts associated with construction-generated odors are expected to be less than significant.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited. The area surrounding the project site is dominated by dense urban development, consisting largely of commercial and multi-family residential land uses. Currently, the project site consists of a small grassy area with ornamental trees situated within the approximately 12-acre Pan Pacific Park. Pan Pacific Park is not considered a significant area of natural open space or an area of significant biological resource value. Thus, no candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS) are expected to occur on the project site. Therefore, the proposed project would have no impact on any sensitive species or habitat.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the State and federal regulatory agencies cited were to be adversely modified. The proposed project is located in an area which has been previously developed with urban and recreational land uses. No riparian or other sensitive habitat areas are presently located on or adjacent to the project site. Therefore, implementation of the proposed project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands as defined by Section 404 of the Clean Water Act are modified or removed. The area surrounding the project site is dominated by dense urban development, consisting largely of commercial and multi-family residential land uses. The project site is located on a small portion of the approximately 12-acre Pan Pacific Park and consists of a small grassy area with ornamental trees. The project site does not support riparian or wetland habitat (see Question 4(b), above). Therefore, no impact to riparian or wetland habitats would occur with implementation of the proposed project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A significant impact would occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The proposed project is located in an area which has been previously developed with urban and recreational land uses. No wildlife corridors are located on the project site due to surrounding urban development. Therefore, no impact to fish or wildlife corridors would occur with implementation of the proposed project.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. A project-related significant adverse effect could occur if a project is inconsistent with local regulations pertaining to biological resources. Local ordinances protecting biological resources are limited to the City of Los Angeles Tree Preservation Ordinance. The project site does not contain oak trees, sycamores, California Bay, Black Walnut, or other protected biological resources. Therefore, implementation of the proposed project would not affect any local polices or ordinances protecting or preserving biological resources and no impact would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. Therefore, implementation of the proposed project would not conflict with any such plans and no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat is expected to occur in the vicinity of the related projects or the proposed project due to the existing dense urban development. Local ordinances protecting biological resources are limited to the City of Los Angeles Oak Tree Preservation Ordinance. Although, the project site does not contain any oak trees, there is a possibility that some of the related project sites could contain oak trees. Nonetheless, any removal of oak trees would be conducted in accordance with the City of Los Angeles Oak Tree Preservation Ordinance, and appropriate mitigation measures would be required. Therefore, cumulative impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines an historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if the proposed project were to adversely affect a historical resource meeting one of the above definitions.

The project site currently consists of landscaped parkland, thus, no structures which could have any historical significance exist on the project site. As discussed in Section II, Project Description, the uses adjacent to the project site include the post office to the north, a multi-family residential development to the west, and Pan Pacific Park to the south and east, none of which are considered historical resources. However, several sites within one-half mile of the project site were identified on the City of Los Angeles Historic-Cultural Monuments listing, including the site of West Façade of the Pan Pacific Park

Auditorium.[7] The Auditorium was demolished in 1992 and was replaced with a new structure. The other sites listed include: the Heisenbergen Decorating Company Building, the Howard/Nagin Residence, the Octavius W. Morgan Residence, the Farmers Market, and the Leader Building Roof Top Neon Sign. Also, the Heisenbergen Decorating Company Building appeared on the National Register list as a historic resource and the Farmers Market appeared on the California State Historic Resources Inventory list.[8] Therefore, no historical resources exist on the project site or in close enough proximity so as to be adversely affected by the proposed project, and no impact would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

Potentially Significant Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the project were to affect archaeological resources which fall under either of these categories.

No known archaeological resources have been identified on the project site. However, two archaeological sites have been identified within a one-half mile radius of the project site.[9] As no known archaeological resources exist on the project site, the implementation of the proposed project would not affect known archaeological resources. Nonetheless, there is a possibility that previously unknown archaeological resources exist on the project site because such resources are known to exist in the project vicinity. Without proper care during grading and excavation, previously unknown archaeological resources could be damaged or destroyed. Therefore, project impacts on unknown archaeological resources would be potentially significant prior to mitigation.

Mitigation Measure

Because the proposed project could result in potentially significant impacts to previously unknown archaeological resources, the mitigation measure listed below is recommended. Implementation of this measure would reduce this potentially significant impact to a less-than-significant level.

(5-1) If any archaeological materials and/or human remains are encountered during the course of the project grading and excavation activities, such activities shall be temporarily halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact.

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[7] *Records Search for the Los Angeles Museum of the Holocaust report conducted by the South Central Coastal Information Center (SCCIC), March 29, 2006 (see Appendix A to this Initial Study).*

[8] *Ibid.*

[9] *Ibid.*

Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center. A covenant and agreement shall be recorded prior to obtaining a grading permit.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which presently exist within the project site.

No known unique paleontological resources have been identified on the project site. A search of the Natural History Museum of Los Angeles' paleontology collection records revealed that no vertebrate fossil localities lie within the project site.[10] Thus, implementation of the proposed project would not affect known unique paleontological resources. All portions of the project site have been developed and as such, have been subject to ground-disturbing activities such as grading, which could have damaged, destroyed, or removed any paleontological resources that could have been present. Thus, the potential for archaeological resources to occur in those areas is low. However, the paleontological records search indicated that there are vertebrate fossil localities nearby which occur in the same type of sedimentary deposits as does the project site. The project site consists of older Quaternary alluvium and deposits, referred to as Palos Verdes Sand, which could potentially contain paleontological resources. Thus, the potential for unknown paleontological resources to occur in these deposits cannot be ruled out. Without proper care during grading and excavation, unknown resources could be damaged or destroyed. Therefore, project impacts on previously unknown paleontological resources would be potentially significant prior to mitigation.

In addition, the project site is relatively flat, and contains no unique geologic features. Therefore, the proposed project would not result in any impacts to unique geologic features.

Mitigation Measure

Because the proposed project would result in potentially significant impacts to unknown unique paleontological resources, the mitigation measure below is recommended. Implementation of this mitigation measure would reduce this potentially significant impact to a less-than-significant level.

(5-2) If any paleontological materials are encountered during the course of the project grading and excavation activities, such activities shall be temporarily halted. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall

[10] *Records Search for the Los Angeles Museum of the Holocaust report conducted by the Natural History Museum of Los Angeles, March 16, 2006 (see Appendix A to this Initial Study).*

be submitted to the Los Angeles County Natural History Museum. A covenant and agreement shall be recorded prior to obtaining a grading permit.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains. No known human burials have been identified on the project site or vicinity. However, it is possible that unknown human remains could occur on the project site, and if proper care is not taken during project construction, damage to or destruction of these previously unknown remains could occur. Therefore, project impacts to human remains would be potentially significant prior to mitigation.

Mitigation Measure

Mitigation Measure 5-1, listed above, for the impacts to unknown archaeological resources would also be applicable to human remains, and would reduce this potentially significant impact to a less-than-significant level.

Cumulative Impacts

Less Than Significant Impact. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The extent of the cultural resources (if any) that occur at the related project sites is unknown and, as such, it is not known whether any of the related projects would result in significant impacts to cultural resources. However, similar to the proposed project, such determinations would be made on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the proposed project's impacts to cultural resources concluded that, through the implementation of the mitigation measures recommended above, project impacts to cultural resources would be less than significant. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. A significant impact may occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. The project site is located in the seismically active region of Southern California. Numerous

active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, the project site is not located within an Alquist-Priolo Fault Zone, and no other known surface fault traces cross the project site.[11] Therefore, the possibility of surface fault rupture affecting the project site would be considered remote, and the proposed project would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the project site. As such, a less-than-significant impact would occur.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically-induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Southern California is an active seismic region (UBC Seismic Zone IV). As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The main seismic hazard to the project site is moderate to strong ground shaking on one of the local regional faults.

The City of Los Angeles Uniform Building Code (UBC) contains construction requirements, such as the use of shear panels and reinforcement, to assure that habitable structures are built to a level of acceptable seismic risk. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels, frames and reinforcement. The potential seismic hazard to the proposed project site would not be higher than in most areas of the City of Los Angeles or elsewhere in the region. Therefore, the risks from seismic ground shaking are considered to be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. This phenomenon occurs only below the water table, but after liquefaction has developed, it can propagate upward into overlying, non-saturated soils as excess pore water escapes. The possibility of liquefaction occurring at a given site is dependant upon the occurrence of a significant earthquake in the vicinity, sufficient groundwater to cause high pore pressures, and on the grain size, relative density, and confining pressures of the soil at the site.

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[11] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Alquist-Priolo and Fault Rupture Study Areas in the City of Los Angeles, September 1996.*

The project site is located within an area that is susceptible to liquefaction.[12] Thus, the proposed project would have a potentially significant impact due to its location in an area that is susceptible to liquefaction. However, this potential impact would be mitigated to a level of insignificance with implementation of the following mitigation measures:

Mitigation Measures

(6-1) The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss which requires the preparation of a geotechnical report. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration.

(6-2) Building design considerations may include, but are not limited to: ground stabilization, selection of appropriate foundation types and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

(iv) Landslides?

No Impact. A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. The project site is not located immediately adjacent to any hillside areas or steep slopes. The proposed project site is not within a Landslide Inventory or Hillside Area. [13] In addition, the probability of seismically-induced landslides affecting the subject development is considered to be remote, due to the gently sloping nature of the site and surrounding areas. Therefore, no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading would expose soils for a limited time, allowing for possible erosion. The site is gently sloping and excavation of the site would be limited to that necessary for the installation of foundations, utilities, and subterranean museum and parking levels. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all grading and site preparation associated with the proposed project would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code

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[12] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Susceptible to Liquefaction in the City of Los Angeles, September 1996.*

[13] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Landslide Inventory and Hillside Areas in the City of Los Angeles, September 1996.*

(LAMC) which addresses grading, excavations, and fills. Therefore, a less-than-significant impact would occur as a result of erosion or loss of topsoil.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslide potential are evaluated in Questions 6(a)(iii) and (iv) above. The probability of a seismically-induced landslide affecting the proposed project site is remote, due to its gently sloping topography. As previously discussed, compliance with UBC requirements and implementation of the identified mitigation measures would ensure that impacts related to seismic activity would be less than significant.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. The project site is located in an area for which there is little or no specific data on expansive soils.[14] However, the California Department of Conservation has identified the general types of soils within the Hollywood 7.5-Minute Quadrangle (within which the project site is located).[15] In the Department's Seismic Hazard Zone Report for the area, the vicinity of the project site is described as containing a top layer of mainly clayey sand and silt soils overlaying older deposits of fine to coarse clayey sand and sandy clay soils. It is known that soils with high clay content are susceptible to expansion as they become wet. Because clayey soils are known to exist in the vicinity of the project site, it is possible that the project site itself may contain expansive soils. However, the implementation of Mitigation Measures 6-1 and 6-2 (listed above) would include the preparation of a geotechnical report which would determine the nature and extent of any clayey soils on the project site. Safe construction would also be assured through compliance with the City of Los Angeles UBC, which includes building foundation requirements appropriate for site-specific conditions. As previously discussed, compliance with UBC requirements and implementation of the identified mitigation measures would ensure that impacts related to expansive soils would be less than significant.

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[14] *United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey, website: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, 5-30-06; and United States Geological Survey, "Swelling Clays Map of the Conterminous United States" website: http://www.nuvoid.com/surevoid_web/soil_maps/ca.html, 5-30-06.*

[15] *California Department of Conservation, Division of Mines and Geology, Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California, 1998.*

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. A significant impact may occur if a project is located in an area not served by an existing sewer system. The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with the related projects would result in further development of various land uses in the City of Los Angeles area. Geotechnical hazards are site-specific and there is little, if any, cumulative relationship between development of the proposed project and the related projects. As such, construction of the related projects is not anticipated to combine with the proposed project to cumulatively expose people or structures to such geologic hazards and landslides and/or unstable soils, or to increase the potential for soil erosion or the loss of topsoil. Therefore, no cumulative geological impacts are anticipated from the proposed project and the related projects.

7. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Other than typical cleaning solvents used for office and museum purposes, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the proposed project. Therefore, no impact would occur.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

~~Potentially Less Than Significant Impact Unless Mitigation Incorporated.~~ A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. According to the Phase I Environmental Site Assessment Report, completed during October and November 2005 by Enviropro, Inc., no present or historic operations on or adjacent to the project site pose an environmental concern (see Appendix C, Phase I Environmental Site Assessment Report). A historical records search on the project site's ownership and land use information found that it was previously used as a parking lot and that no recorded operations pose an environmental concern. Notwithstanding, in the event that soil contamination is suspected during construction activities, construction would stop and the appropriate health and safety procedures would be implemented. If it is determined that contaminated soils exists on

the project site, remediation would be conducted under the oversight of the Los Angeles County Fire Department, Health and Hazardous Materials Division. Any contamination of groundwater would be regulated by the Los Angeles Regional Water Quality Control Board (RWQCB).

Methane Gas

Methane is generated by the biodegradation of organic matter in the absence of oxygen. Methane is not toxic; however, it is combustible and potentially explosive at concentrations above 53,000 parts per million (ppm) in the presence of oxygen. While non-pressurized methane is normally not problematic, if the gas accumulates to high concentrations and becomes pressurized, detectable levels may enter the interior of a structure through cracks or other penetrations present in floor slabs.

The project site is located within a methane gas zone and, thus, methane gas may be present or may potentially be present in the future in the subsurface beneath the project site. In accordance with the City of Los Angeles Department of Building and Safety (LADBS) Methane Ordinance (the "Ordinance"), the proposed project would be required to conduct further subsurface investigation to determine the extent of methane beneath the proposed structure, and to develop an appropriate methane mitigation plan. Pursuant to the Ordinance, the LADBS has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone, as established under Sections 91.7101 et seq. of the LAMC. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation systems. The Ordinance applies to all new buildings and paved areas located within a Methane Zone or Methane Buffer Zone. Accordingly, the project applicant would be required to complete a detailed methane report to document the potential for methane hazards and prescribe specific Methane Mitigation Standards to reduce potential methane hazards to a less-than-significant level. With submission and approval of an appropriate methane mitigation plan, impacts associated with methane gas would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A significant adverse effect may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. The nearest public school, Hancock Park Elementary, is approximately three-quarters of a mile southwest of the project site. The nearest private school, the Bnos Esther School for Girls, is located approximately 400 feet north of the project site at 7659 Beverly Boulevard. However, as stated in Question 7(a), the proposed project would use, at most, minimal amounts of hazardous materials for routine cleaning and, therefore, would not pose any substantial potential for accident conditions involving the release of hazardous materials. Thus, although the Bnos Esther School is within one-quarter mile of the project site, there would be a less-than-significant impact concerning the emission of hazardous materials near an existing or proposed school.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The following analysis is based upon the Phase I Environmental Site Assessment Report that was prepared for the proposed project (see Appendix C).

Less than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

A review of the most current databases and files from federal, State, and local environmental regulatory agencies was conducted to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials, which may impact the proposed project. The Phase I Environmental Site Assessment includes a database search of hazardous material sites that are listed pursuant to Government Code Section 65962.5. The project site is not included on any of the applicable lists. Two nearby properties were identified through the Environmental Data Resources (EDR) database service as having ongoing environmental investigations: the Salt Lake property located at 111 South Stanley Avenue, less than one-eighth of a mile from the project site and the Texaco Gas Station located at 7718 Beverly Boulevard, less than one-quarter of a mile from the project site. However, as stated in the Phase I Report, both properties are currently under active environmental agency supervision. Therefore, as the project site is not included in any hazardous materials list and would not likely be impacted by any nearby hazardous sites, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The project site is not within two miles of a public airport nor included in any airport land use plan.[16] Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact would occur only if a project were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The proposed project is not located in

[16] *Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan, December 19, 1991.*

the vicinity of a private airstrip. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The proposed project is not located on or near an adopted emergency response or evacuation plan.[17] As discussed in the Traffic Study conducted for the proposed project, development of the project site may require temporary partial street closures due to construction activities (see Appendix D). Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to interfere with emergency response or evacuation plans. The proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no project impact would occur.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is located in a dense urban area of the City that does not include wildlands or high fire hazard terrain or vegetation and, therefore, is not subject to hazards from wildland fires.[18] Consequently, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects has the potential to increase the use, storage, transport, and/or release of hazardous materials. However, ~~with implementation of Mitigation Measure 7-1~~with submission and approval of an appropriate methane mitigation plan in accordance with LAMC Section 91.7101 et seq., the potential methane hazard impact associated with the proposed project would be reduced to a less-than-significant level.

With respect to the presence of hazardous substances associated with the related projects, each related project would be evaluated for potential threats to public safety. This would occur for each individual project affected, in conjunction with development proposals on these properties. Furthermore, local

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17 *Los Angeles City Planning Department, Environmental and Public Facilities Map: Critical Facilities & Lifeline Systems. September 1, 1996.*

18 *City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org, May 26, 2006.*

municipalities are required to follow local, State and federal laws regarding hazardous materials. Therefore, assuming compliance with local, State and federal laws pertaining to hazardous materials, cumulative impacts would be less than significant.

With respect to hazards from wildfires, the project site and surrounding area (including the related projects) is an urbanized portion of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation. In addition, similar to the proposed project, none of the related projects are located within an airport land use plan or within the vicinity of a private airstrip. As such, no cumulative wildfire or airport hazard impacts would occur.

8. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. ~~Potentially Significant Unless Mitigation Incorporated.~~ A significant impact may occur if a project discharges water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). As per National Pollution Discharge Elimination System (NPDES) requirements, a Standard Urban Storm Water Mitigation Plan (SUSMP) was adopted for Los Angles County and 85 cities, including the City of Los Angeles. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements. Due to the amount of square footage and the nature of the land use proposed by the project, it would not be subject to the requirements of the SUSMP.[19] Therefore, the proposed project would not conflict with any regulations with regard to surface water quality and no impact would occur.

The proposed project would include roughly 20,000 square feet of grading. Construction activities associated with the proposed project would be subject to City inspection. However, as construction of the proposed project would disturb less than one acre of land, the project would not be required to meet the NPDES requirements for storm water discharges associated with construction activity.[20] Notwithstanding, as discussed above in Question 6(b), the proposed project would comply with Chapter IX, Division 70 of the LAMC which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, the project's construction-related water quality impacts would be less than significant.

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[19] *Standard Urban Storm Water Mitigation Plan for Los Angeles County and Cities in Los Angeles County, approved March 8, 2000.*

[20] *National Pollution Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activity, State Water Resources Control Board, Water Quality Order 99-08-DWQ, August 19, 1999.*

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or included withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge. As the proposed museum would be developed partly belowground to include one level of subterranean parking, project development would require excavation to a depth of approximately 30 feet. According to information provided in the Phase I Environmental Site Assessment (see Appendix C to this Initial Study) for the project site, groundwater beneath the project site is estimated to be approximately 15 feet bgs. Thus, dewatering of the project site would likely be required during excavation activities. Pumps or gravity-fed pipe systems would be used to direct water removed from the project site during construction. The propose project would include a dewatering plan that incorporates applicable discharge regulations and provides project contractors with guidance on surface water and groundwater discharge. The Los Angeles Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. Should the proposed project require a permanent dewatering system, the Mitigation Measure listed below would reduce the impact to a level of insignificance.

The proposed project would impede soil percolation on the project site, as compared to the existing conditions, as it would develop existing parkland with an 8,375 square-foot museum, one level of subterranean parking, and roughly 7,600 square feet of paving (some of which is existing paving associated with the Holocaust Monument). However, the proposed project would not include the paving over of permeable surfaces to the extent that it would substantially interfere with groundwater recharge.

There are four active groundwater wells in close proximity to the project site.[21] Two of these wells are located along Beverly Boulevard: (1) Well 2642M is at the corner of North Gardener Street; and (2) Well 2642P is between North Genesee and North Spaulding Avenues. As of December 28, 2005, the distance from ground surface to water surface was 13.5 feet for Well 2642M and 12.2 feet for Well 2642P.[22] The other two groundwater wells, Well 2642D and Well 2642E, are located within Pan Pacific Park. The County's groundwater readings records show that both of the wells in Pan Pacific Park have been destroyed. However, groundwater readings for Well 2642D have been recorded through December 24, 2003, despite the notation made in the County's groundwater readings record on December 22, 1999 that

[21] *County of Los Angeles Department of Public Works, Groundwater Wells Website, website: http://dpw2.co.la.ca.us/website/wells/viewer.asp, April 27, 2006.*

[22] *Ibid.*

the well had been destroyed.[23]

Water used in the construction and operation of the proposed project would be conveyed via LADWP's potable water infrastructure and, as such, the proposed project would not contribute directly to lowering the water table through the use of wells. Therefore, the proposed project would not interfere substantially with groundwater recharge or include groundwater withdrawal.

Mitigation Measures

(8-1) Water shall be pumped to a beneficial use on site such as: landscape irrigation or toilet flushing; or water shall be returned the groundwater basin by an injection well.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation. The project site is located in an urbanized area and no stream or river courses are located in the project vicinity. The project site is almost entirely covered with permeable surfaces, consisting predominantly of grass and ornamental trees. Thus, it is anticipated that precipitation is largely absorbed by the underlying soils through the process of infiltration. As the project site slopes gently to the southwest, runoff from the project site flows towards the Pan Pacific Park detention basin. A small amount of runoff also flows onto Stanley Avenue/The Grove Drive where it is collected by storm drain inlets. With the development of the proposed project, runoff would continue to flow towards the Pan Pacific Park detention basin and existing storm drain inlets. Therefore, the proposed project would not substantially alter the existing drainage pattern of the area surrounding the project site such that it would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Unless Mitigation Incorporated. ~~**Less Than Significant Impact.**~~ A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the project site or nearby properties. Runoff from the project site flows towards the Pan Pacific Park detention basin or onto Stanley Avenue/The Grove Drive where it is collected by storm drain inlets. With project implementation, runoff from the project site would be collected on the project site and directed towards existing storm drains in the project vicinity. It is anticipated that some runoff would continue to flow towards the Pan Pacific Park detention basin. Though the amount of impervious surface area would be greater with

[23] *Los Angeles County Department of Public Works, Ground Water Wells Website, website: http://dpw2.co.la.ca.us/website/wells/viewer.asp, May 30, 2006.*

development of the proposed project, the rate and amount of storm water runoff discharge would not increase substantially as site drainage patterns and landscaping would remain similar to existing conditions. In addition, the proposed project would not involve the alteration of a stream or river course. Notwithstanding, as the proposed museum is within a flood control basin, Mitigation Measure 8-2 has been identified to ensure that project implementation would not result in increased flooding on- or off-site. ~~Therefore~~ With implementation of the identified mitigation measure, the proposed project would not result in a substantial increase in storm water runoff from the project site above existing levels and impacts would be less than significant.

Mitigation Measure

(8-2) Prior to the issuance of a grading permit, the City of Los Angeles, Bureau of Engineering, shall review project plans to ensure that the design of the proposed project shall not decrease the overall capacity of the Pan Pacific Park detention basin.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. ~~Potentially Significant Unless Mitigation Incorporated.~~ A significant impact may occur if a project would increase the volume of storm water runoff to a level which exceeded the capacity of the storm drain system serving a project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. Runoff from the project site currently is, and would continue to, flow towards the Pan Pacific Park detention basin and existing storm drains in the project vicinity. Though the amount of impervious surface area would be greater with development of the proposed project, the rate and amount of storm water runoff discharge would not increase substantially as site drainage patterns and landscaping would remain similar to existing conditions. Thus, the proposed project would not substantially increase the amount of runoff entering the storm drain system and impacts would be less than significant.

f) Would the project otherwise substantially degrade water quality?

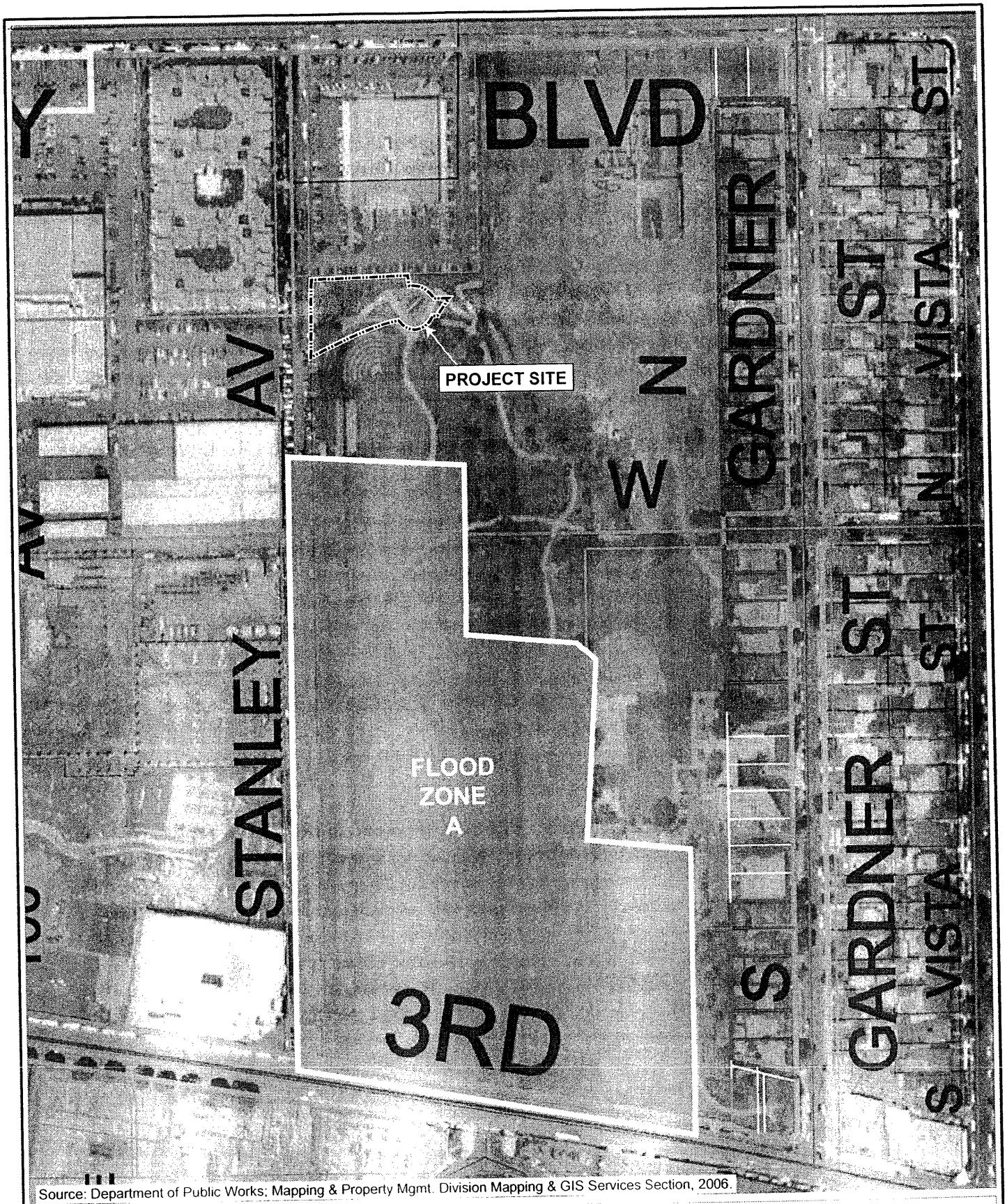
No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources discussed above in Question 8(e), the proposed project would not include potential sources of contaminants which could potentially degrade water quality. Therefore, the proposed project would not degrade water quality and no impact would occur.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact would occur only if a project would place housing within a 100-year flood zone. The project site is within Pan Pacific Park which has dual functions as a flood control basin and a City of Los Angeles Department of Recreation and Parks recreational facility. However, as the proposed project would not include housing, no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. As shown in Figure IV-1, Los Angeles County Flood Hazards Map, the project site is not within the 100-year flood plain (Zone A). The Los Angeles Flood Hazard Map is based on the Flood Insurance Rate Map (FIRM) and Flood Boundary & Floodway Map (FBFM) issued by Federal Emergency Management Agency (FEMA). Therefore, the proposed project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows and no impact would occur.



Source: Department of Public Works; Mapping & Property Mgmt. Division Mapping & GIS Services Section, 2006.

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Figure IV-1
Los Angeles County
Flood Hazards Map

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. According to the Safety Element of the City General Plan, the project site is potentially within an inundation area.[24] However, the failure of a levee or dam is considered to be a remote possibility that would likely only occur during extremely severe seismic shaking conditions. Flooding from other sources is not expected (see Question 8(h)), thus the minimal risk of flooding from potential dam or levee failure would not be exacerbated by the development of the proposed project. Therefore, the potential impact associated with flooding due to the failure of a levee or dam would be less than significant.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The project site is not located in a potential tsunami zone[25] nor is it sufficiently close enough to a large body of water such that it would be susceptible to a seiche. With respect to the potential impact from a mudflow, the project site is gently sloping and is surrounded by urban development; thus, it does not contain any sources of mudflow. Therefore, there would be no impact associated with the risk of loss, injury, or death by seiche, tsunami, or mudflow.

Cumulative Impacts

Less Than Significant Impact. Development of the proposed project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the project site and the surrounding area are served by the existing City storm drain system. Runoff from the project site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. Therefore, cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. In addition, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

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[24] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

[25] *Ibid.*

9. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The project site is located within the dense urban area of Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity. The proposed project would be integrated into the existing Pan Pacific Park. With the development of the proposed project, no streets or sidewalks would be permanently closed, and no separation of uses or disruption of access between land use types would occur. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community and no impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The General Plan of the City of Los Angeles provides general guidance on land use issues and planning policy for the entire City. The Land Use Element of the General Plan consists of 35 Community Plans that address issues at the local community level. All development activity onsite is subject to the land use regulations of the Wilshire Community Plan and the Los Angeles Municipal Code (LAMC), which are intended to guide local land use decisions and development patterns.

The Wilshire Community Plan (the "Community Plan") designates the project site for Open Space land uses. Open space, as defined in the City's General Plan, encompasses both publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources, managed production of resources, outdoor recreation, and protection of life and property due to natural hazards.

The proposed project would be consistent with the Community Plan land use designation. The project site is currently zoned as Open Space (OS-1XL-O) in the LAMC. Uses typically permitted in Open Space zones include: parks and recreational facilities, natural resource preserves, marine and ecological preserves, sanitary landfill sites, reservoirs, and water conservation areas. Furthermore, the Board of Recreation and Park Commissioners adopted General Manager's Report No. 557-94 on December 7, 1994 to expand the types of facilities appropriate for recreational and parks land uses that are compatible within the Open Space (OS) and Public Facilities (PF) zones. The types of facilities included in that report included museums. Therefore, the proposed museum is an allowed land use and no impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if the project site is located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in above, no such plans presently exist which govern any portion of the project site. The project site is located within a heavily urbanized area of Los Angeles which has been previously disturbed through the development of park uses and walkways. Therefore, the proposed project would not conflict with any habitat conservation plan or natural community conservation plan and no impact would occur.

Cumulative Impacts

No Impact. Development of the related projects is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, based upon information available regarding the related projects, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, no cumulative land use impacts are anticipated.

10. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource and the project converted an existing or potential future regionally-important mineral extraction use to another reuse or if the project affected access to a site used or was potentially available for regionally-important mineral resource extraction. The project site is not located within an area containing significant mineral deposits (Mineral Resource Zone 2 Areas-MRZ-2) or a surface mining district.[26] Therefore, no impact would occur.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction and the project converted an existing or potential future locally-important mineral extraction use to another use or if the project affected access to a site used or potentially available for locally-important mineral resource extraction. As discussed above, the project site is not located within an area containing significant mineral deposits[27] and, thus, no impact would occur.

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[26] *Areas Containing Significant Mineral Deposits in the City of Los Angeles, City of Los Angeles General Plan Framework, February 1994.*

[27] *Ibid.*

Cumulative Impacts

No Impact. Development of the proposed project in conjunction with the related projects would result in the further infilling of uses in an already urbanized area. As discussed in Questions 10(a) and (b), the project site and surrounding area are not within an area containing significant mineral deposits. Therefore, no impact would occur.

11. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{max} – The maximum instantaneous noise level experienced during a given period of time.

- L_{min} – The minimum instantaneous noise level experienced during a given period of time.

- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "penalty" added to noise during the hours of 10:00 p.m. to 7:00 a.m., and an additional 5 dBA penalty during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 45 dBA, moderate in the 45–60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA). Generally, a difference of 3 dBA over 24 hours is a barely-perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA. Noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the proposed project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the City of Los Angeles Noise Ordinance, a noise sensitive use located within 500 feet of the project site is exposed to construction noise levels that exceed 75 dBA at a distance 50 feet from the project site. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the proposed project would require the use of heavy equipment for site grading and excavation, installation of utilities, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. Environmental Protection Agency (USEPA) has compiled data for outdoor noise levels for typical construction activities, both with and without the use of equipment mufflers. These data are presented in Table IV-6, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

During construction at the project site, two basic types of activities would be expected to occur and generate noise. First, the development area would be prepared, excavated, and graded to accommodate building foundations. Second, the proposed 8,375-square-foot LAHM museum building would be constructed and readied for use.

Table IV-6
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: USEPA, 1971.

The project site is located in a well-developed urban area and land uses in the vicinity of the project site include commercial, retail, and residential properties. The nearest off-site sensitive receptor to the project site is the multi-family residential building located to the northwest of the project site, at the southwest corner of Stanley Avenue/The Grove Drive and Beverly Boulevard. This multi-family residential building is located approximately 63 feet from the project site. Based on this distance, and given that noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance, the noise levels at this residential building may reach a maximum of approximately 84 dBA L_{eq}, with the use of mufflers on the construction equipment, during site grading, excavation, and finishing phases for the proposed project.[28] As such, due to the close proximity of the

[28] *The noise level was determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: L_{eq} = L_{eq} at 50 ft. – 20 Log(D/50),*

residential uses to the northwest of the project site, these receptors would be exposed to construction noise levels that exceed 75 dBA during construction of the proposed project.

Aside from the multi-family residential units to the northwest of the project site, the nearest residential uses to the project site are the single-family residences located approximately 518 feet to the east of the project site. Based on this distance, the construction noise levels experienced at these single-family residences to the east of the project site could reach as high as approximately 66 dBA L_{eq} during site grading, excavation, and finishing phases for the proposed project.[29] In addition, because the single-family residences to the east of the project site are located behind an approximately 10 foot wall, the construction noise levels experienced at these residences would further be reduced by approximately 5 dBA, to approximately 61 dBA L_{eq}. Thus, these receptors would likely not be exposed to construction noise levels that exceed the City's 75 dBA noise standard.

Furthermore, because the project site is located within a park, which is considered to be a noise-sensitive receptor, the park areas adjacent to and in the vicinity of the project site would also be exposed to noise levels that exceed 75 dBA during construction of the proposed project. In particular, the picnic area, which would be improved with the development of the proposed project, is located approximately 82 feet south of the project site. It is anticipated that visitors to Pan Pacific Park would congregate at the picnic area at some times during the construction period. Based on the distance from the proposed museum building site to the picnic area, the construction noise levels experienced at this picnic area to the south of the project site could reach as high as approximately 82 dBA L_{eq} during site grading, excavation, and finishing phases for the proposed project.[30]

Overall, construction activities associated with the proposed project would expose the multi-family residential units to the northwest and the park areas adjacent to the project site to noise levels that would exceed 75 dBA during construction of the proposed project. As such, this would be a potentially significant impact. It should be noted, however, that the increase in noise levels at the off-site locations during construction at the project site would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from grading and construction are possible.

Section 41.40 of the Los Angeles Municipal Code (LAMC) regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the proposed project would comply with these Municipal Code requirements.

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where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, L_{eq} at 50 ft. = noise level of source at 50 feet.

[29] *Ibid.*

[30] *Ibid.*

In addition, pursuant to the Noise Ordinance, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the noise levels generated during construction at the project site may exceed the numerical noise threshold of 75 dBA outlined in the City Noise Ordinance at the surrounding noise-sensitive receptors, implementation of Mitigation Measures 11-1 through 11-9 would reduce the noise levels associated with construction of the proposed project to the maximum extent feasible. It has been the City's standard practice to exempt construction projects from the City's noise standards as long as these projects conform to Sections 41.40 and 112.05 of the LAMC, including operating within the permissible hours and days of the week. The construction activities associated with the proposed project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. With implementation of Mitigation Measures 11-1 through 11-9, which would require the implementation of noise reduction devices and techniques during construction at the project site, the noise levels associated with construction of the proposed project would be reduced to the maximum extent feasible. Thus, the proposed project would be in compliance with the City's Code in regards to construction, and would not violate the noise standards established in the LAMC. Therefore, with implementation of Mitigation Measures 11-1 through 11-9, impacts associated with construction-related noise levels would be less than significant.

Operational Noise

Upon completion and operation of the proposed project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment. However, this equipment would be designed to comply with the City of Los Angeles Noise Ordinance No. 156,363, Los Angeles Municipal Code Section 112.01 and Section 112.02. Project design features that would further reduce noise impacts include enclosing all mechanical equipment for the proposed building. As such, a significant acoustical impact from on-site operations would not occur. Therefore, operational noise impacts associated with the proposed project on nearby sensitive receptors would be less than significant.

Mitigation Measures

(11-1) The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

(11-2) Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

(11-3) Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

(11-4) The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

(11-5) The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

(11-6) Barriers such as plywood structures or flexible sound control curtains shall be erected along the project site's boundary to minimize the amount of noise the nearby residences would be subject to.

(11-7) Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

(11-8) All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

(11-9) An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. A significant impact would occur if the proposed project exposed people to or generated excessive groundborne vibration or groundborne noise levels.

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and in the U.S. is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities that would occur at the project site have the potential to generate low levels of groundborne vibration. Table IV-7, Vibration Source Levels for Construction Equipment, identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

Table IV-7
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration 1998; and Christopher A. Joseph & Associates, 2006.

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for sensitive buildings. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences, hotels, etc.). No thresholds have been adopted or recommended for commercial and office uses.

Groundborne vibration generated by construction activities associated with the proposed project would primarily affect the sensitive uses that are immediately adjacent to the project site, which includes the multi-family residential building to the northwest, across Stanley Avenue/The Grove Drive. This multi-family residential building is located approximately 63 feet away, which would be the nearest sensitive receptor to the project site. Based on this distance from the project site, vibration levels at the multi-family residential building could reach approximately 79 VdB. This vibration level would not exceed the 80 VdB threshold for residences and buildings where people normally sleep. As such, this sensitive receptor would not be exposed to excessive groundborne vibration levels. Because the other residential uses in the vicinity of the project site are located further away from the project site than the multi-family residential building to the northwest, across Stanley Avenue/The Grove Drive, the vibration levels experienced at these residential uses would also not be exposed to excessive groundborne vibration levels.

Additionally, the construction activities and their associated noise levels would be limited to daytime hours between 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 6:00 PM on Saturday in accordance with Section 41.40 of the Los Angeles Municipal Code. Therefore, they would not occur during recognized sleep hours for residences. As such, the impact associated with groundborne vibrations from construction of the proposed project would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the proposed project.

As defined in the City of Los Angeles' *Draft L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses to increase by 3

dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, as defined in Table IV-8, Community Noise Exposure CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA increase in ambient noise from traffic, the volume on any given roadway would need to double.

Table IV-8
Community Noise Exposure CNEL

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
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
Auditoriums, 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, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*

[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

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

Traffic Noise

Locations in the project vicinity could experience slight changes in noise levels as a result of an increase in motor vehicle trips associated with the proposed project. The Federal Highway Administration's (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers, was used to determine whether the increase in traffic activity associated with the proposed project would result in a significant increase in traffic-related noise at various roadway segments in the project vicinity. Based on the traffic report prepared for the proposed project, included as Appendix D, in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the proposed project's vehicular traffic would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

The changes in future noise levels associated with the proposed project at locations along the roadway segments in the project vicinity on an average weekday and an average Sunday are identified in Table IV-9, Project Roadway Noise Impacts Associated With the Proposed Project – Average Weekday, and Table IV-10, Project Roadway Noise Impacts Associated With the Proposed Project – Average Sunday. As shown in Tables IV-9 and IV-10, the proposed project would not increase local noise levels at any of the roadway segments in the vicinity of the project site when compared to Future (2010) Without Project noise levels during the average weekday or Sunday.

Table IV-9
Project Roadway Noise Impacts Associated With the Proposed Project – Average Weekday

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Future (2010) Without Project Traffic Volumes	Future (2010) With Project Traffic Volumes	Increase	Significant Impact?
Stanley Avenue	North of Beverly Blvd.	56.4	56.4	0.0	No
	Between Beverly Blvd. and The Grove Parking Lot Driveway	68.3	68.3	0.0	No
	Between The Grove Parking Lot Driveway and 3rd St.	69.6	69.6	0.0	No
3rd Street	Between Stanley Ave. and Gardner St.	73.5	73.5	0.0	No
	Between Ogden Dr. and Stanley Ave.	73.3	73.3	0.0	No

Traffic Information Source: Crain & Associates, June 2006.
Table Source: Christopher A. Joseph and Associates, June 2006. Calculation sheets are provided in Appendix E.

Table IV-10
Project Roadway Noise Impacts Associated With the Proposed Project – Average Sunday

Roadway	Roadway Segment	Noise Levels in dBA CNEL			
		Future (2010) Without Project Traffic Volumes	Future (2010) With Project Traffic Volumes	Increase	Significant Impact?
Stanley Avenue	North of Beverly Blvd.	56.1	56.1	0.0	No
	Between Beverly Blvd. and The Grove Parking Lot Driveway	69.1	69.1	0.0	No
	Between The Grove Parking Lot Driveway and 3rd St.	71.3	71.3	0.0	No
3rd Street	Between Stanley Ave. and Gardner St.	72.6	72.6	0.0	No
	Between Ogden Dr. and Stanley Ave.	72.4	72.4	0.0	No

Traffic Information Source: Crain & Associates, June 2006.
Table Source: Christopher A. Joseph and Associates, June 2006. Calculation sheets are provided in Appendix E.

Because the increase in local noise levels at all of the analyzed roadway segments resulting from implementation of the proposed project would not cause the ambient noise level measured at the property line of affected uses in the project vicinity to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, as defined in Table IV-8, or exceed the 5 dBA CNEL threshold established under the *Draft L.A. CEQA Thresholds Guide*, they would not represent a substantial permanent increase in ambient noise levels. Therefore, this impact would be less than significant.

Stationary Sources of Noise

New stationary sources of noise, such as mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the proposed museum building. As discussed previously, all on-site operational noise generated by HVAC equipment will be designed to comply with the City of Los Angeles Noise Ordinance No. 156,363, Los Angeles Municipal Code Section 112.01 and Section 112.02. On this basis, a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project resulting from the operation of new HVAC-related equipment is not predicted, and impacts would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if the proposed project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the proposed project.

As defined in the City of Los Angeles' *Draft L.A. CEQA Threshold Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *Draft L.A. CEQA Threshold Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

As discussed in Question 11(a) above, two basic types of activities would be expected to occur and generate noise during construction of the proposed project. The first activity would involve the preparation, excavation, and grading of the project site to accommodate the subterranean parking structure and building foundations for the proposed project. The second activity would involve the physical construction and finishing of the proposed museum.

Construction activities would primarily affect the multi-family residential building located northwest of the project site, across Stanley Avenue/The Grove Drive, the single-family residences located east of the project site, and the adjacent park areas to the project site. To identify the existing ambient noise levels at these nearby noise-sensitive uses, noise measurements were taken at the two off-site residential locations and at a picnic area located south of the project site within Pan Pacific Park with a Larson Davis Model 824 Sound Level Meter. The measured noise levels are shown in Table IV-11, Existing Ambient Daytime Noise Levels at Nearest Off-Site Sensitive Receptors in Project Site Vicinity.

Table IV-11
Existing Ambient Daytime Noise Levels at Nearest Off-Site Sensitive Receptors in Project Site Vicinity[a]

Noise Measurement	Location	Primary Noise Source	Approximate Distance to Project Site (ft.)	Noise Level Statistics		
				L_{eq}	L_{min}	L_{max}
1	Single-family residence east of project site, between the boundary of the park and Gardner Street	Traffic on Beverly Boulevard and Gardner Street; Basketball game; Birds	518	53.5	49.6	61.9
2	Picnic area south of project site	Traffic; Pedestrians	82	63.6	47.1	78.5
3	Multi-family residential building at southwest corner of Beverly Boulevard and Stanley Avenue/The Grove Drive	Traffic on Stanley Ave./The Grove Dr.	63	64.9	47.1	81.2

[a] *Noise measurements were taken on April 10, 2006 at each location for a duration period of 15 minutes.*
Source: Christopher A. Joseph and Associates, 2006. Noise monitoring readings are provided in Appendix E.

As shown in Table IV-11, the multi-family residential building is located approximately 63 feet from the project site and the nearest single-family residence east of the project site is located approximately 518 feet away. In addition, the picnic area in the vicinity of the project site where visitors to Pan Pacific Park may congregate is located approximately 82 feet south of the project site. As discussed in Question 11(a) above, the noise levels experienced at the multi-family residential building to the northwest, the single-family residences to the east, and the picnic area to the south during construction at the project site could reach as high as 84, 61, and 82 dBA L_{eq}, respectively, with the use of mufflers on the construction equipment. Because the existing daytime noise levels measured at the multi-family residential building to the northwest, the single-family residences to the east, and the picnic area to the south were approximately 64.9, 53.5, and 63.6 dBA Leq, respectively, an increase in daytime noise levels at these nearby sensitive receptors by more than 10 dBA would occur at the multi-family residential building and picnic area but not the single-family residences to the east of the project site. However, the ambient daytime noise levels at all three of these noise-sensitive receptors would increase by more than 5 dBA. Because the construction activities associated with the proposed project would last more than 10 days in a three month period, a substantial temporary or periodic increase in ambient noise levels would occur at all three off-site sensitive receptor locations, based on criteria established in the Draft L.A. CEQA Threshold Guide.

As discussed in Question 11(a) above, the construction activities associated with the proposed project would comply with Section 41.40 of the LAMC, which prohibits exterior demolition and construction activities that generate noise between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Section 41.40 of the Los Angeles Municipal Code also prohibits demolition and construction on Sundays and all federal holidays. In addition, in order to comply with Section 112.05 of the LAMC, the proposed project would be required to implement

Mitigation Measures 11-1 through 11-9, which would reduce the noise levels associated with construction of the proposed project to the maximum extent feasible. Because it has been the City's standard practice to exempt construction projects from the City's noise standards as long as these projects conform to Sections 41.40 and 112.05 of the LAMC, including operating within the permissible hours and days of the week, construction activities associated with the proposed project would not violate the noise standards established in the LAMC. Therefore, with implementation of Mitigation Measures 11-1 through 11-9, the noise impacts associated with a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. A significant impact may occur if the proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the project site.

The project site is not located within an airport land use plan.[31] The nearest airport to the project site is the Santa Monica Municipal Airport, which is located approximately six miles to the southwest. Therefore, no impact would occur and no additional analysis of this issue is warranted.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The project site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. Therefore, no impact would occur and no additional analysis of this issue is warranted.

12. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. A significant impact may occur if a project were to locate new development such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude. The proposed project would not include any growth-inducing elements such as housing or businesses, or necessitate the extension of roads or other infrastructure. The proposed museum is intended to serve the existing surrounding community and, as such, would not cause any growth-inducing impacts. Further, as the existing LAMH is currently located approximately 1.5 miles from the project site, employees and volunteers of the museum would not need to

[31] *Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Plan, December 1991.*

relocate to the immediate project area. Thus, the proposed project would not induce substantial population growth in the area and no impact would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in displacement of existing housing units, necessitating construction of replacement housing elsewhere. The project site consists of landscaped parkland and does not contain any residences. Thus, no residential displacement would occur with the implementation of the proposed project, and no impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant adverse effect may occur if a project would result in displacement of existing occupied housing. As discussed above in Question 12 (b), the project site does not contain any residences. Therefore, no people would be displaced with the implementation of the proposed project, and no impact would occur.

Cumulative Impacts

No Impact. There are 46 related projects in the vicinity of the project site, all of which would generate additional population in the project area. Combined, a total of 2,636 dwelling units and 715,139 square feet of commercial development are proposed by the related projects. As the related projects are located throughout three discrete geographic areas: the City of Los Angeles, the City of Beverly Hills, and the City of West Hollywood; average household sizes from the 2000 Census data for each City is used to calculate residential population generation for the related projects in each jurisdiction. Based on these household sizes, the related projects combined would generate an estimated 7,202 residents.[32] In addition to the residential population generated through the construction of housing, commercial development proposed by the related projects would generate employees who could potentially relocate to the project area.

As stated in the Draft L.A. CEQA Thresholds Guide, in and of itself, population and housing growth is not considered to be a direct effect on the environment. Secondary or indirect impacts, such as increased traffic or noise, may be significant and may result in physical changes cause by population and housing growth. Although it is likely that the related projects in combination with the proposed project would exceed the population growth projections, it is uncertain as to whether the cumulative population growth would result in any secondary of indirect physical impacts on the environment. However, each of the related projects would be subject to environmental review pursuant to CEQA and the City of Los Angeles CEQA Guidelines. It is anticipated that any physical environmental impacts that would result from the related projects would be addressed on a case-by-case basis.

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[32] *Census 2000 Average Household Sizes: City of Los Angeles = 2.83, City of Beverly Hills = 2.24, and the City of West Hollywood = 1.53.*

The proposed project would not generate residents as there is no residential component. Further, as discussed above, the existing LAMH is currently located approximately 1.5 miles from the project site and employees of the proposed museum would not need to relocate to the proposed project area. As the proposed museum would not generate residents, it would not contribute to the cumulative effects of population growth resulting from development of the related projects in the project vicinity and no impact would occur.

13. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

a) Fire protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project based upon response time, access, or fire hydrant/water availability. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, for commercial land uses, the maximum response distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances are exceeded, all structures would be required to install automatic fire sprinkler systems.

The proposed project is less than one mile from Fire Station No. 61, located at 5821 West 3rd Street. Fire Station No. 61 is a Task Force Truck and Engine Company with a Paramedic Rescue Ambulance and an EMT Rescue Ambulance. This station is staffed with 14 personnel. The next closest station to the project site is Fire Station No. 41, located approximately 1.7 miles away at 1439 North Gardner Street. This is a Single Engine Company staffed with four personnel. Battalion 18 Headquarters, Fire Station No. 68, is located roughly 2.7 miles from the project site at 5023 West Washington Boulevard. This is a Single Engine Company with a Paramedic Rescue Ambulance. This station is staffed with seven personnel. The LAFD has determined that staffing levels are adequate to meet the needs of the proposed project, therefore, less than significant impacts would occur to service ratios.[33] Further, as the project site is within the required response distance to the nearest LAFD station, there would be no impacts related to response distance.

The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system

[33] *Fax correspondence with Inspector Michael Theule, LAFD, April 27, 2006.*

while the required gpm is flowing. As determined by the LAFD, the fire flow requirement for the proposed project is 4,000 gpm from four fire hydrants flowing simultaneously. According to the LAFD, existing water supplies are sufficient to meet the requirements for the proposed project.[34]

In addition, the proposed project would comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan as well as the Safety Plan Elements of the City's General Plan. The proposed project would also be subject to LAFD review. Therefore, potential impacts related to fire protection would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The proposed project in combination with the related projects would increase the demand for fire protection services in the project area. There are 46 related projects in the vicinity of the project site (see Figure II-7). Six of these projects (Nos. 1-6) are located in the City of Beverly Hills and would be served by the Beverly Hills Fire Department. Twenty-three of these projects (Nos. 7-30) are located in the City of West Hollywood and would be served by the Los Angeles County Fire Department. The remaining 17 related projects would result in an increased demand for additional LAFD staffing, equipment, and facilities over time. However, as the proposed museum would not generate substantial demand for fire services, it would not substantially contribute to the cumulative effects of the related projects in the vicinity. Further, similar to the proposed project, each of the related projects would be individually subject to LAFD review, and would be required to comply with all applicable safety requirements of the LAFD and the City of Los Angeles in order to adequately address fire protection service demands. Therefore, a less than significant cumulative impact on fire protection services would occur.

b) Police protection?

Less Than Significant Impact. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The following discussion is based on written correspondence with the Los Angles Police Department (LAPD).[35] The project site is located in the Wilshire Area of LAPD's jurisdiction. The Wilshire Area police station is located at 4861 West Venice Boulevard, approximately three miles south of the project site. The Wilshire Area encompasses a 14 square-mile area and deploys 333 sworn officers and 23 civilian support staff over three watches.

The proposed project is located within Reporting District (RD) 703, which is bounded by Beverly Boulevard to the north, Gardner Street to the east, 3rd Street to the south, and Fairfax Avenue to the west. The average response time to emergency calls for service in RD 703 during 2005 was 6.7 minutes, whereas, the average response time Citywide was 6.8 minutes. As discussed in Question 15(a), the

[34] *Ibid.*

[35] *Letter correspondence with Lt. Fred Booker, Los Angeles Police Department, May 2, 2006.*

proposed project would not result in significant traffic impacts which would substantially effect the LAPD's ability to respond to calls for service in a timely manner. Thus, impacts would be less than significant.

During 2005, there were a total of 174 crimes reported in RD 703; 9,936 crimes reported in the Wilshire Area; and 146,501 crimes reported Citywide. This represents a ratio of 399 crimes per 1,000 persons in the Wilshire Area and 423 crimes per 1,000 persons Citywide. The predominant crimes in the Wilshire Area were burglaries from vehicles, vehicle theft, and other theft, respectively, whereas, predominant crimes Citywide were vehicle theft, burglaries from vehicles, and other theft, respectively. The LAPD does not provide crimes to population ratios for individual Reporting Districts. However, as shown in Table IV-12, 2005 Crimes by Area of Occurrence, the predominant crimes in RD 703 were, in order of incidence: other theft, grand theft, and burglaries from vehicles.

Table IV-12
2005 Crimes by Area of Occurrence

Type of Crime	RD 703	Wilshire Area	Citywide
Burglary from Business	5	346	4,583
Burglary from Residence	1	980	13,785
Burglary Other	3	227	3,510
Street Robbery	1	721	9,071
Other Robbery	3	271	4,522
Murder	0	23	490
Rape	0	53	1,095
Aggravated Assault	4	864	16,086
Burglary from Vehicle	18	1,971	22,585
Theft from Vehicle	7	618	10,807
Grand Theft	57	905	11,978
Theft from Person	4	150	949
Purse Snatch	0	43	335
Other Theft	62	1,065	18,039
Vehicle Theft	9	1,686	28,463
Bunco	0	13	203
Total	***174***	***9,936***	***146,501***

Source: 2005 LAPD Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 Reports.

As previously discussed, the proposed project would not generate population in the area as it does not contain a residential component or any other growth-inducing elements. Thus, the only population associated with the proposed project would be project employees, volunteers, and visitors. However, as the existing LAMH is currently located approximately 1.5 miles from the project site, employees and volunteers would not need to relocate to the immediate area surrounding the project site to continue working at the museum. In addition, the proposed project would include an on-site security guard to provide 24-hour surveillance. Furthermore, according to the LAPD, impacts on police services would be minimal due to the size of the proposed project.

To further reduce the project's demand for police protection services, the project Applicant would confer with the LAPD on crime prevention features appropriate to the design of the proposed project. In

addition, the LAPD would be provided with a diagram of the proposed museum, including access routes, upon completion of construction. Thus, the proposed project would have a less-than-significant impact on police services.

Cumulative Impacts

Less Than Significant Impact. The proposed project in combination with the related projects would increase the demand for police protection services in the project area. There are 46 related projects in the vicinity of the project site (see Figure II-7). Six of these projects (Nos. 1 through 6) are located in the City of Beverly Hills and would be served by the Beverly Hills Police Department. Twenty-three of these projects (Nos. 7-30) are located in the City of West Hollywood and would be served by the Los Angeles County Sheriff's Department. The remaining 17 related projects would result in an increased demand for additional LAPD staffing, equipment, and facilities over time. However, as the proposed museum would not generate substantial demand for police services, it would not substantially contribute to the cumulative demand from the related projects in the vicinity. Further, similar to the proposed project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Therefore, a less-than-significant cumulative impact on police protection services would occur.

c) Schools?

No Impact. A significant impact may occur if a proposed project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the project site. The area surrounding the project site is currently served by the following Los Angeles Unified School District (LAUSD) public schools: Hancock Park Elementary School, Burroughs Middle School, and Fairfax Senior High School. All three schools are operating below enrollment capacity on a single-track calendar. The proposed project is not anticipated to generate students as there is no residential component and employment is limited to six personnel. Accordingly, project implementation would not result in impacts to LAUSD schools. Nonetheless, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). A School Facilities Fee Plan for the LAUSD has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. The proposed project would pay the appropriate fees to the LAUSD, which would constitute full and complete mitigation of school facilities impacts pursuant to the Leroy F. Greene School Facilities Act of 1998 (SB 50) and no impact would occur.

Cumulative Impacts

No Impact. There are 46 related projects in the vicinity of the project site. However, only 37 related projects would have the potential to generate students within the attendance boundaries of the identified schools: six of these projects (Nos. 1-6) are located in the City of Beverly Hills, and thus, students

generated would be attending schools within the Beverly Hills Unified School District; one project (No.7) is not within the identified schools' attendance boundaries; and two projects (Nos. 32 and 34) are private schools which would accommodate rather than generate students. Of these 37 related projects, all of them would generate students within the attendance boundaries of Fairfax Senior High School; nine of them, Related Project Nos. 31, 33, 38, 40, 41, 42, 43, 44, and 46, would generate students within the attendance boundaries of Burroughs Middle School; and two of them, related project Nos. 43 and 44, would generate students within the attendance boundaries of Hancock Park Elementary School.

The LAUSD provides generation rates for residential development based on unit type. For this analysis, student generation rates for multi-family units are used to calculate student generation for apartments and student generation rates for single-family attached units are used to calculate student generation for condominiums. The LAUSD does not currently provide student generation rates for commercial development. As employment resulting from commercial development has the potential to generate students, developers of commercial projects are required to pay school fees to the LAUSD, despite the absence of commercial student generation rates. Thus, the analysis of impacts on the LAUSD schools serving the project site is based solely on residential development within the attendance boundaries of each school. As shown in Table IV-13 below, the apartment and condominium units associated with the above-mentioned related projects combined would generate an additional 128 students that could attend Hancock Park Elementary, 162 additional students eligible to attend Burroughs Middle School, and 195 additional students that could attend Fairfax High School.

Table IV-13
Related Projects Estimated Student Generation

School	Number of Apartments	Student Generation Rate[a]	Total
Hancock Park Elementary	600	0.2131	128
Burroughs Middle School	1,593	0.0979	156
Fairfax Senior High School	1,966	0.0953	187
School	**Number of Condominiums**	**Student Generation Rate[a]**	**Total**
Hancock Park Elementary	0	0.0573	0
Burroughs Middle School	197	0.0289	6
Fairfax Senior High School	284	0.0289	8

[a] *LAUSD students generation rates as provided in the 2005 School Facilities Needs Analysis.*
Source: Christopher A. Joseph and Associates, Inc., June 2006.

As the proposed museum would not generate students, it would not contribute to the cumulative effects of the development of related projects in the vicinity. Furthermore, similar to the proposed project, all of the related projects would be required to pay development fees to the LAUSD based on the proposed floor area. As stated above, under SB 50, payment of the school fees constitutes full and complete mitigation for any potential school impacts. Therefore, no cumulative impact would occur.

d) Parks?

Less Than Significant Impact. A significant impact to parks may occur if a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The City of Los Angeles Department of Recreation and

Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. Within a two-mile radius of the project site, there are roughly 32 acres of public parks and recreational facilities (see Table IV-14, Park and Recreational Facilities).

Table IV-14
Park and Recreational Facilities

Name	Location	Size (acres)
De Longre Park	1350 North Cherokee Avenue	1.38
Harold A. Henry Park	890 South Lucerne Avenue	1.71
Hollywood Recreation Center	1122 Cole Avenue	2.95
LA High Memorial Park	4625 West Olympic Boulevard	2.51
Pan Pacific Park	7600 Beverly Boulevard	12
Poinsettia Recreation Center	7341 Willoughby Avenue	6.21
Queen Anne Recreation Center	1240 West Boulevard	5.40
Rosewood Gardens	Fairfax and Rosewood Avenues	0.03
	Total	**32.19**

Source: Fax correspondence with Darryl Forel, LADRP, May 22, 2006.

As discussed in Question 13(a)(iv), the proposed project does not include the development of residential uses and would not induce population growth. However, the existing LAMH services approximately 5,000 to 10,000 visitors annually. At least as many visitors, if not more, are anticipated to be served by the proposed museum. The majority of the visitors to the LAMH are students that travel to the museum as their primary destination. Though it is not anticipated that these students would be using park facilities extensively during their visits, as the proposed museum is within Pan Pacific Park property, the potential for increased usage exists. To offset any potential impacts, the proposed project would include off-site improvements to the picnic area adjacent to the project site to the south. Further, as the LADRP is the Lead Agency for the proposed project under CEQA and has jurisdiction over the project site, the LAMH would coordinate with the LADRP to identify mutually beneficial partnerships between park programs and operations.

In addition, as the project site is located within Pan Pacific Park, less parkland could be available for public use with the development of the museum. However, as discussed further in Question 9 (b), the proposed museum would be an allowable use within the park and, thus, the proposed project would result in a decrease of usable park space, but a change in the specific utilization of the project site from an open grassy area characterized by passive use to a museum facility. Further, the proposed museum's grass-covered roof would form a contiguous surface between the ground and the roof; maintaining similar amounts of green space as under existing conditions. The roof would be constructed to accommodate continued pedestrian activity typical of existing park uses and no substantial loss of usable parkland would occur.

Coordination with the LADRP in combination with the proposed off-site improvements would result in a less-than-significant impact on recreation and park facilities.

Cumulative Impacts

Less Than Significant Impact. There are 46 related projects in the vicinity of the project site (see Figure II-7). As six of these projects (Nos. 1 through 6) are located in the City of Beverly Hills, they would likely be served by the Beverly Hills Recreation and Parks Department. Of the remaining related projects, 34 would generate residents who could utilize the surrounding City parkland and recreational facilities. The commercial and retail components of the related projects that would generate employees are not expected to use local parks or recreational facilities to any great extent, since they typically would not have long periods of time during the workday to visit parks and recreational facilities.

To alleviate the demand on City parks and recreational facilities, the City requires subdivision developers to pay a public open space fee, as permitted under the Quimby Act. The Quimby Act allows California municipalities to require developers to dedicate parkland or to pay fees in lieu of parkland dedication. The purpose for the in lieu Quimby fees is to acquire necessary land and/or develop new neighborhood and community parks or recreation facilities, which would reasonably serve the proposed project. The related projects that include a residential component would be required, if they are subdivisions, to pay Quimby fees and/or provide on-site park and recreational facilities. If a related project is not a subdivision and is thus not required to pay Quimby fees, the developers of those related projects would be required to pay an excise tax for the acquisition and development of park and recreational facilities, in compliance with Section 21.10.3 of the Los Angeles Municipal Code. Further, since the Proposed Project would not result in an increase in the residential population of the project vicinity, the proposed project would not contribute to the cumulative demand for parks. Therefore, no cumulative impact would occur.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project generates a demand for other public facilities, such as libraries, that exceeds the capacity available. The following information is based on direct correspondence with the Los Angeles Public Library (LAPL).[36] The project site would be served by the Fairfax Branch Library located at 161 South Gardner Street. The Fairfax Library is a 12,500-square foot building and meets the criteria set forth in the Library Master Plan. This branch is staffed with 13 employees and serves a population of 72,691. This facility was recently constructed to replace a 5,230-square foot facility and, thus, there are no plans to develop any other new libraries in the immediate area. The Fairfax Branch Library currently meets the demand for services and anticipates that it would be able to accommodate increased demands for library materials, computers, and information services. Thus, development of the proposed project would not cause the Fairfax Branch Library to exceed its capacity.

As the existing LAMH facility is within the service area of the Fairfax Branch Library, it is not anticipated that proposed museum employees and visitors would generate substantial new impacts on this library. Furthermore, the majority of the visitors are students that travel to the museum as their destination. Therefore, it is not anticipated that these students would be accessing the Fairfax Library

[36] *Letter correspondence with Rona Berns, Library Facilities Division, LAPL, March 31, 2006.*

during their museum visits. In addition, the proposed project would include roughly 1,000 square feet of library space. Therefore, the impact on libraries would be less than significant.

Cumulative Impacts

Less Than Significant Impact. As stated above, since the proposed project is providing library space onsite, the proposed project would not incrementally increase the demand for libraries services at the Fairfax Branch Library. Therefore, the proposed project would not generate any demand upon the library, and no cumulative impact would occur.

14. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if a project includes substantial population growth which could generate a demand for parks or recreational facilities that exceed the capacity of existing parks or recreational facilities and causes premature deterioration of the facilities. As discussed in Question 13(d), the proposed project would not induce population growth. Notwithstanding, as the project site is within the Pan Pacific Park, visitors to the proposed museum have the potential to also visit the park. However, coordination with the LADRP in combination with the proposed off-site improvements would result in a less-than-significant impact.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in Question 13(d), the proposed museum is an allowable use within Open Space zones such as Pan Pacific Park. Thus, the proposed project would be considered a recreational facility. Physical effects of the proposed project are addressed individually within this Initial Study. With incorporation of the identified mitigation measures, impacts of the proposed project would be less than significant.

Cumulative Impacts

Less Than Significant Impact. As analyzed in the cumulative impact section of Question 13(d), the construction of the proposed project in conjunction with the related projects would create a demand for roughly 252 acres of new parkland. However, the residential related projects would be required, if they are subdivisions, to pay Quimby fees and/or provide on-site park and recreational facilities. If a related project is not a subdivision and is thus not required to pay Quimby fees, the developers of those related projects would be required to pay an excise tax for the acquisition and development of park and recreational facilities, in compliance with Section 21.10.3 of the Los Angeles Municipal Code.

With payment of Quimby fees and the excise tax, additional parkland would be purchased to serve the related projects. With more parkland to serve the related projects, the LADPR facilities would not be overburdened, which could lead to an increased rate of deterioration of park facilities in the area. Therefore, the overall impact of the proposed project and residential related projects upon maintenance of park facilities would be less than significant.

In addition, there are no related projects which include the construction or expansion of recreational facilities. Therefore, with respect to construction of the proposed project, no cumulative recreational facilities impact would occur.

15. TRANSPORTATION/TRAFFIC

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

The following analysis is based upon the Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006 (the "traffic report"). A copy of this report is included as Appendix D to this Initial Study.

Less Than Significant Impact. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance.

The traffic report for the propose project was prepared in accordance with the assumptions, methodology, and procedures recommended by the LADOT. The following discussion includes the analysis of existing (2006) and future (2010) traffic conditions before and after completion of the proposed project. Though the build-out year for the proposed project is 2008, future 2010 traffic conditions were analyzed to provide a conservative analysis. The analysis contains a detailed evaluation of traffic conditions during the AM and PM peak hours on weekdays and during the mid-day peak hour on Sunday. The following three study intersections and one residential street segment were analyzed as part of this traffic report:

Study Intersections

1. Beverly Boulevard and Stanley Avenue
2. The Grove Parking Structure Driveway and The Grove Drive
3. 3rd Street and The Grove Drive

Street Segment

1. Stanley Avenue north of Beverly Boulevard

These intersections and street segment are located near the proposed project site and are those expected to be most directly impacted by the project traffic. The locations of these study intersections and street segment relative to the proposed project site are shown in Figure IV-2, Study Intersections and Street Segments Location Map.

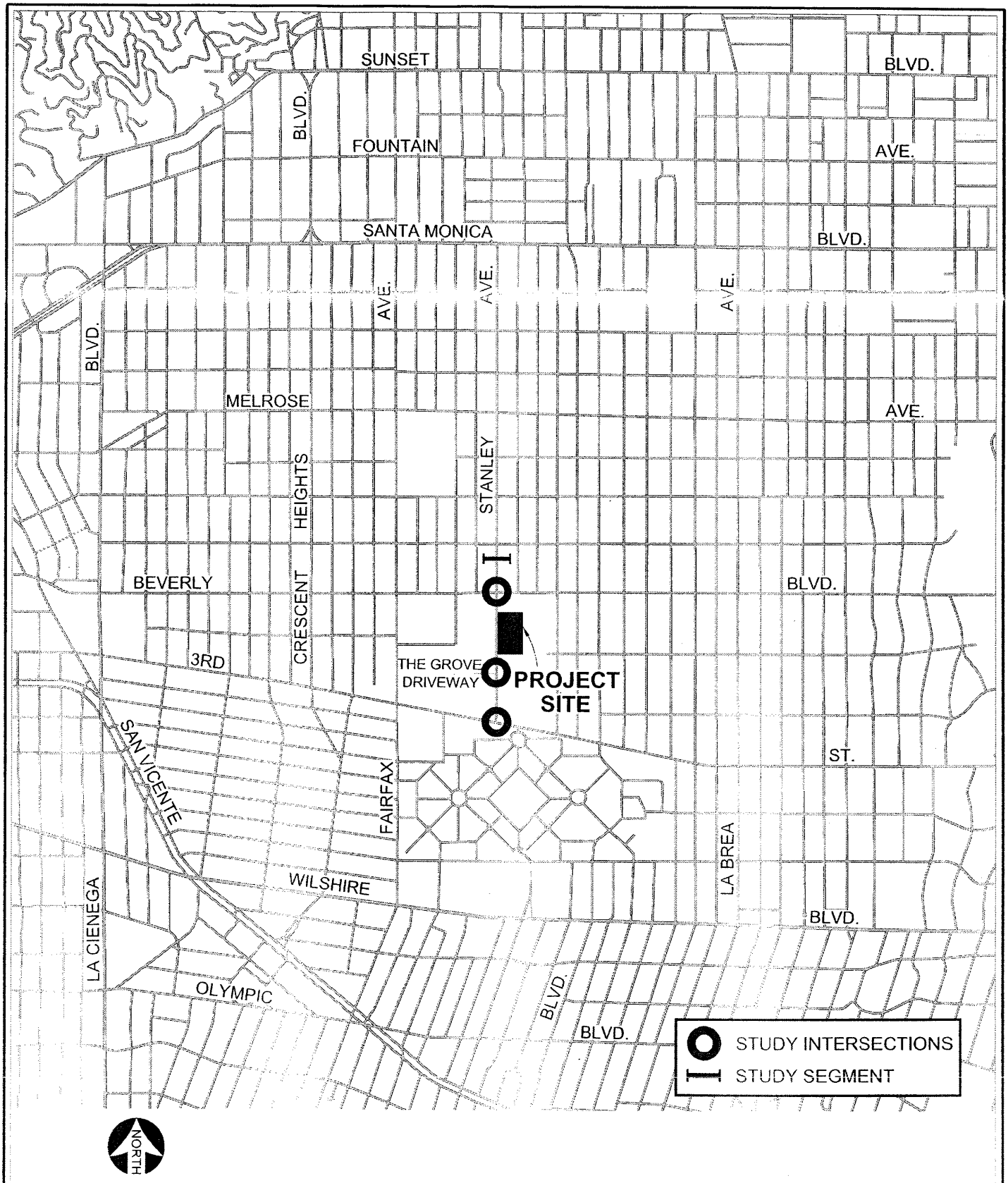
Existing Traffic Conditions

The project site is served by a network of roadways that run primarily in a north/south and east/west grid. Additionally, the Santa Monica Freeway (I-10), approximately two and a half miles south of the project site, and the Hollywood Freeway (I-101), approximately 2.5 miles northeast of the project site, provide access to the regional freeway network. A description of the primary access roadways and freeways are detailed further below.

Existing Freeways

The Santa Monica Freeway (I-10) is a primary east-west arterial in Los Angeles County. This facility, located approximately two miles south of the project, provides a continuous route from Santa Monica through Downtown Los Angeles and continues eastward through San Bernardino and Riverside counties. South of the project, the Santa Monica Freeway provides four mainline travel lanes in each direction, with auxiliary lanes between some ramp locations. Interchanges are provided for La Brea Boulevard, Fairfax Avenue and La Cienega Boulevard. Along the Santa Monica Freeway segment between La Brea Avenue and La Cienega Boulevard, traffic volumes were approximately 274,000 vehicles per day (VPD) according to the most recent published Caltrans count values (2005).

The Hollywood Freeway (US-101) provides regional access throughout and beyond the Downtown Los Angeles area. In the vicinity of the project site, the Hollywood Freeway extends in a northwesterly direction and generally provides four mixed-flow lanes in each direction. To the west, US-101 continues through the San Fernando Valley into Ventura County as the Ventura Freeway. To the east, the freeway continues through the Downtown Los Angeles area and changes into the Santa Ana Freeway at its interchange with the Harbor and Pasadena Freeways (SR-110), and continues to interchange with the San Bernardino Freeway and extends southerly where it merges with the Golden State Freeway (I-5). Along the Hollywood Freeway segment between Highland Avenue and Cahuenga Boulevard, traffic volumes were approximately 238,000 VPD according to the most recent published Caltrans count values (2005).



Source: Crain & Associates, June 2006.

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Figure IV-2
Study Intersections and
Street Segments Locations Map

Existing Streets and Highways

Beverly Boulevard, designated as a Major Highway Class II, is an east-west roadway located north of the project site. Beverly Boulevard begins in Beverly Hills at Santa Monica Boulevard and continues eastbound into Downtown Los Angeles where it becomes 1st Street. This roadway generally provides two through travel lanes in each direction within an approximate 88- to 104-foot wide roadway. Left-turn channelization is provided at most intersections. Left-turn provisions are in effect at critical times along this roadway. On-street parking is generally available for one to two hours in the project area.

3rd Street is designated as a Secondary Highway and provides east-west access between Downtown Los Angeles and the City of Beverly Hills. 3rd Street provides two through travel lanes in each direction with left turn channelization at most locations. The roadway varies in width from 60- to 80-feet. On-street parking is available at various locations along 3rd Street.

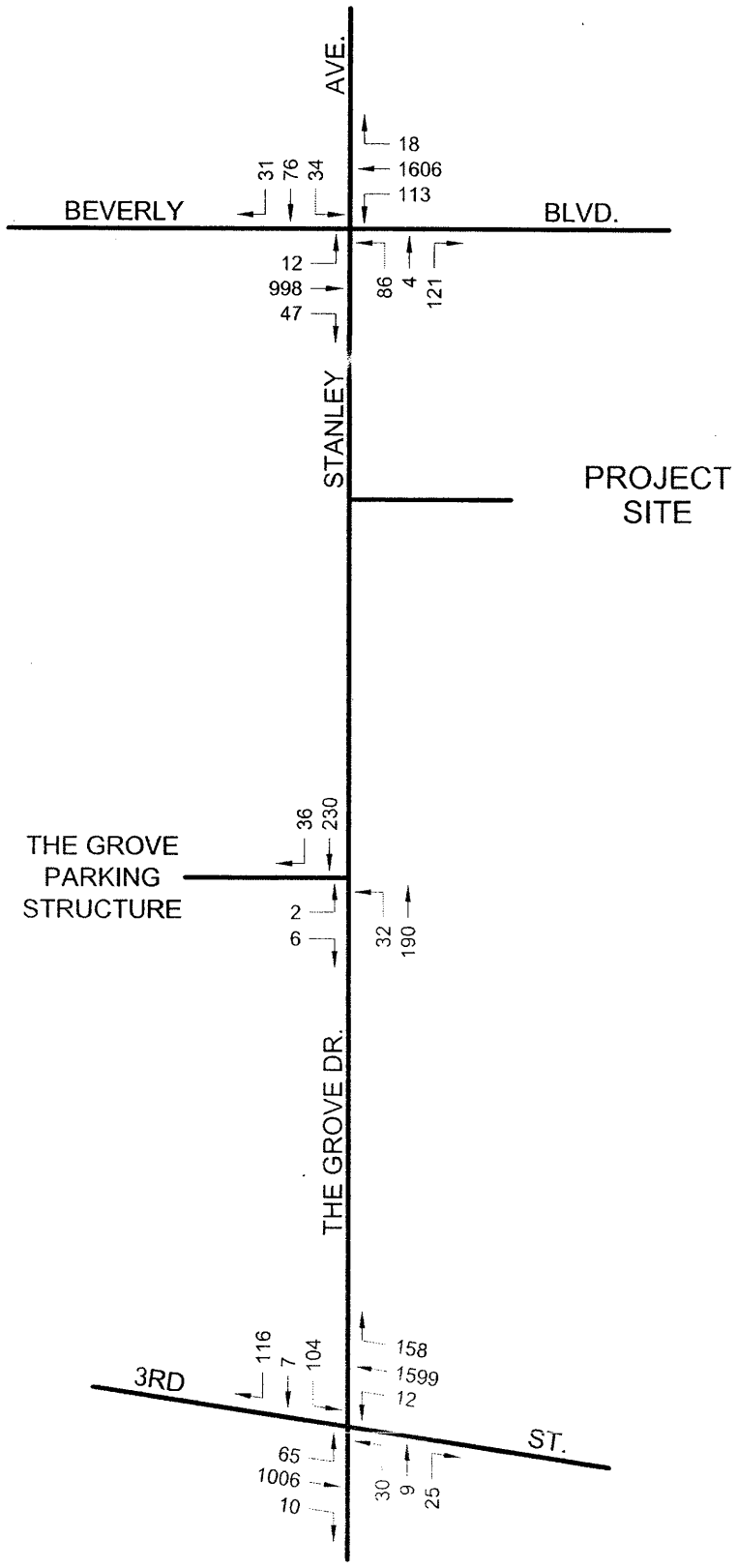
Stanley Avenue/The Grove Drive is a north-south roadway, located just west of the project site. Between Beverly Boulevard and 3rd Street, the roadway is designated an Undedicated or Proposed Collector Street; north of Beverly Boulevard and south of Wilshire Boulevard, the roadway is designated a Local Street. This roadway originates in the City of West Hollywood, extends southerly to Venice Boulevard. The roadway is discontinuous between 3rd Street and 6th Street. Stanley Avenue/The Grove Drive provides one to two through lanes in each direction in the project vicinity. The roadway varies in width from 30- to 50-feet. On-street parking is available along various segments of Stanley Avenue/The Grove Drive in the project area.

Existing (2006) Traffic Volumes

Traffic volumes for the three study intersections were obtained from manual traffic counts conducted in April and May 2006 as part of the traffic study. The counts cover the weekday 7:00 to 9:00 AM and 4:00 to 6:00 PM peak traffic periods and Sunday 1:00 to 4:00 PM peak traffic period. Weekday peak-hour volumes at the study intersections are illustrated in Figure IV-3, Existing Traffic Volumes, AM Peak Hour and Figure IV-4, Existing Traffic Volumes, PM Peak Hour. Sunday mid-day peak-hour volumes at the study intersections are illustrated in Figure IV-5, Existing Traffic Volumes, Sunday Peak Hour. The manual traffic count data is provided in Appendix A to the traffic report (see Appendix D to this Initial Study). Automated 24-hour traffic counts were collected in April and May 2006 at one residential street location on Stanley Avenue north of Beverly Boulevard. The automatic traffic count data sheets are provided in Appendix B to the traffic report (see Appendix D to this Initial Study).

Analysis of Existing (2006) Traffic Conditions

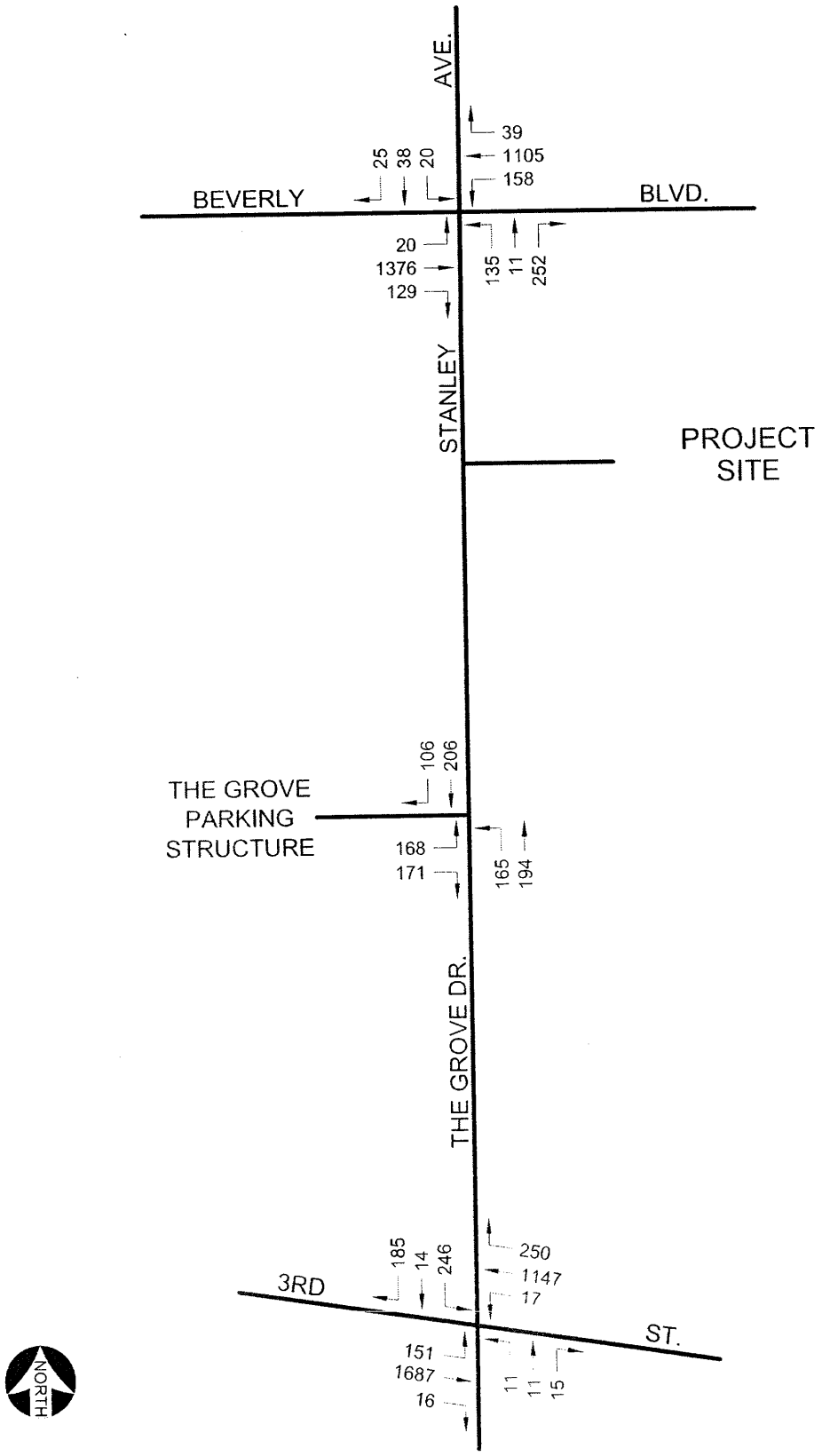
The three study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume–to–Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The LOS at an intersection can vary from LOS A (free flow) to LOS F (jammed condition). Metropolitan area street systems are typically designed for LOS D. LOS E represents volumes at or near



Source: Crain & Associates, June 2006.

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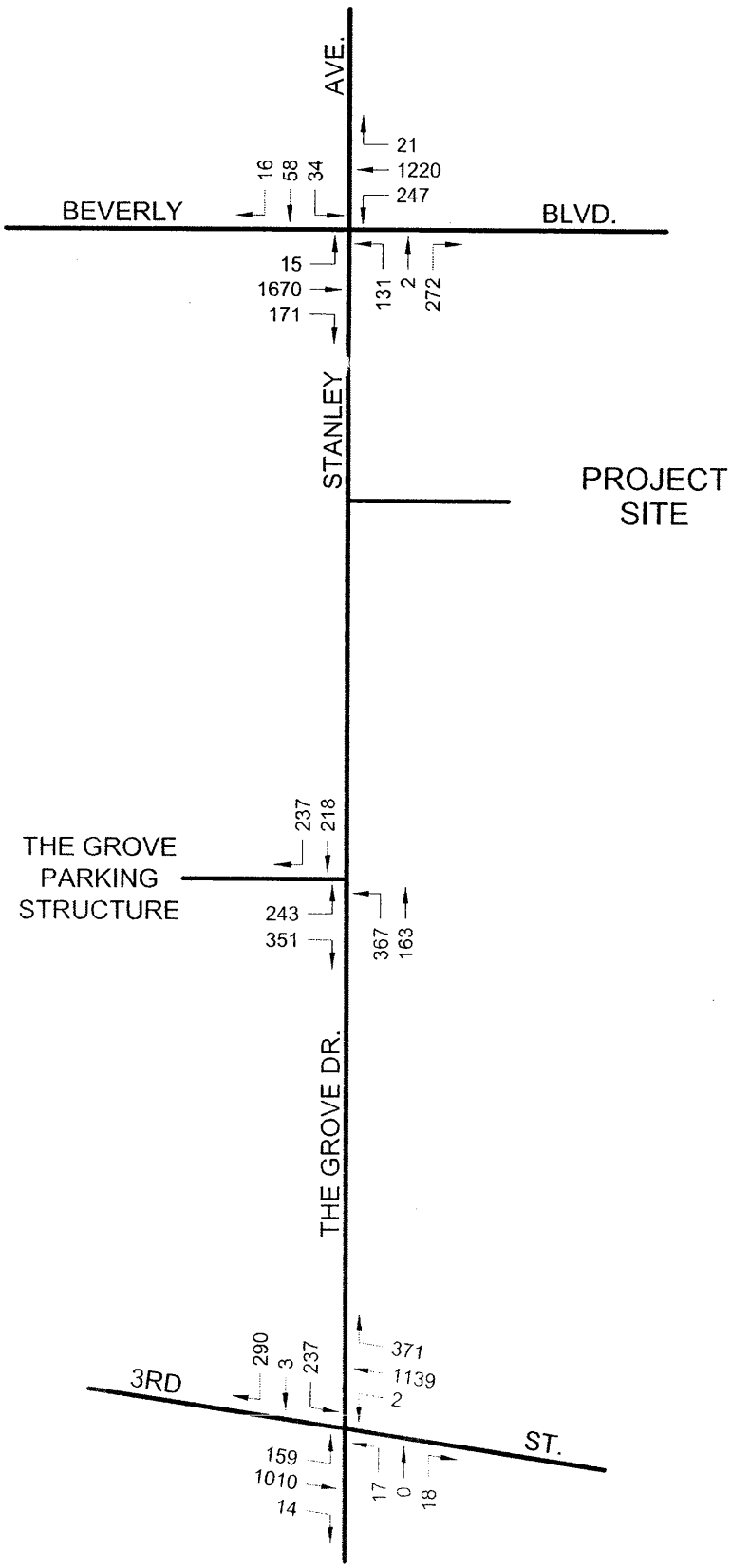
Figure IV-3
Existing (2006) Traffic Volumes
AM Peak Hour



Source: Crain & Associates, June 2006

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Figure IV-4
Existing (2006) Traffic Volumes
PM Peak Hour



Source: Crain & Associates, June 2006.

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Figure IV-5
Existing (2006) Traffic Volumes
Sunday Peak Hour

the capacity of the highway that may result in stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Table IV-15, Level of Service as a Function of CMA Values, provides a description of operation characteristics and the range of CMA values that correspond with each LOS.

Table IV-15
Level of Service as a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested conditions; vehicles clear in a single cycle	< 0.60
B	Similar to above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

Source: Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006.

The existing AM and PM peak period CMA values and corresponding LOSs were calculated for each of the three study intersections, and are summarized in Table IV-9, Critical Movement Analysis (CMA) Summary, Existing (2006) Traffic Conditions. The traffic report concluded that all three study intersections currently operate at acceptable levels of service (LOS A to C) with the exception of the intersection of Beverly Boulevard and Stanley Avenue, which operates at LOS E during the Sunday mid-day peak hour.

Table IV-16
Critical Movement Analysis (CMA) Summary
Existing (2006) Traffic Conditions

No.	Intersection	Time Period	CMA	LOS
1	Beverly Boulevard & Stanley Avenue	Weekday AM Peak Hour	0.767	C
		Weekday PM Peak Hour	0.762	C
		Sunday Mid-day Peak Hour	0.945	E
2	The Grove parking structure & The Grove Drive	Weekday AM Peak Hour	0.115	A
		Weekday PM Peak Hour	0.440	A
		Sunday Mid-day Peak Hour	0.786	C
3	3rd Street & The Grove Drive	Weekday AM Peak Hour	0.726	C
		Weekday PM Peak Hour	0.727	C
		Sunday Mid-day Peak Hour	0.745	C

Source: Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006.

Project Impacts

Construction Traffic

The Project Applicant will prepare a traffic control plan for review and approval by LADOT. The traffic control plan will not include any lane closures or off-site construction staging areas. Construction employee parking will be included as part of the traffic control plan. Any use of City of Los Angeles public roadways for construction purposes requires a Street Use Permit. The Department of Public Works, Street Service Bureau, is responsible for issuing Street Use Permits and ensuring coordination.

A permit for a construction haul route will require City approval. Conditions that will be placed on the haul route permit will preclude any traffic impact. Specifically, any approval will restrict hauling dirt or other materials, or materials delivery, during high traffic hours and/or hours that would negatively effect residents or businesses near the construction site. Such restrictions could consist of a prohibition on haul route usage between 7:00 – 9:00 a.m., before 9:30 a.m., and/or after 3:30 pm. The specific restrictions would be placed on the Applicant by the City through the permit hearing process in response to reasonable concerns raised by the public.

Trip Generation

Traffic volumes expected to be generated by the proposed project during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. In order to determine potential trip generation for the additional exhibit space and entrance areas, empirical data for museums in the surrounding area were examined, such as Los Angeles County Museum of Art (LACMA). Conservative assumptions for Sunday analysis were made based on Saturday trip generation rates of nearby museums. The project site trip generation calculation rates were selected in accordance with standard LADOT procedures. These base trip rates present a "worst case" trip generation condition applicable only to suburban locations, as the ITE 7th Edition Trip Generation rates and equations do not account for such trip reducing factors as multi-purpose trips, extensive transit use, walk-in trips or pass-by trips.

As shown in Table IV-17, Project Trip Generation Summary, the project would generate approximately 84 weekday daily trips, including 9 morning peak hour trips and 11 afternoon peak hour trips; and approximately 142 Sunday daily trips, including 18 peak hour trips.

Table IV-17
Project Trip Generation Summary

Land Use	Size	Daily Trips[a]	AM Peak Hour Volumes			PM Peak Hour Volumes			Sunday Mid-day Peak Hour Volumes			
			I/B	O/B	Total	I/B	O/B	Total	Daily Trips[d]	I/B	O/B	Total
Museum [b]	8,375 sf	85	9	0	9	2	9	11	144	11	9	20
Less Park [c]	0.46 acre	1	0	0	0	0	0	0	2	1	1	2
Net Increase		**84**	**9**	**0**	**9**	**2**	**9**	**11**	**142**	**10**	**8**	**18**

[a] *Trip ends are one-way traffic movements, entering or leaving.*

[b] *Trips per 1,000 square feet. Rate derived from empirical data of similar museum uses in the surrounding area.*

[c] *Weekday AM and PM peak hour rates and Sunday daily and peak hour rates assumed Land Use 412 – County Park rates.*

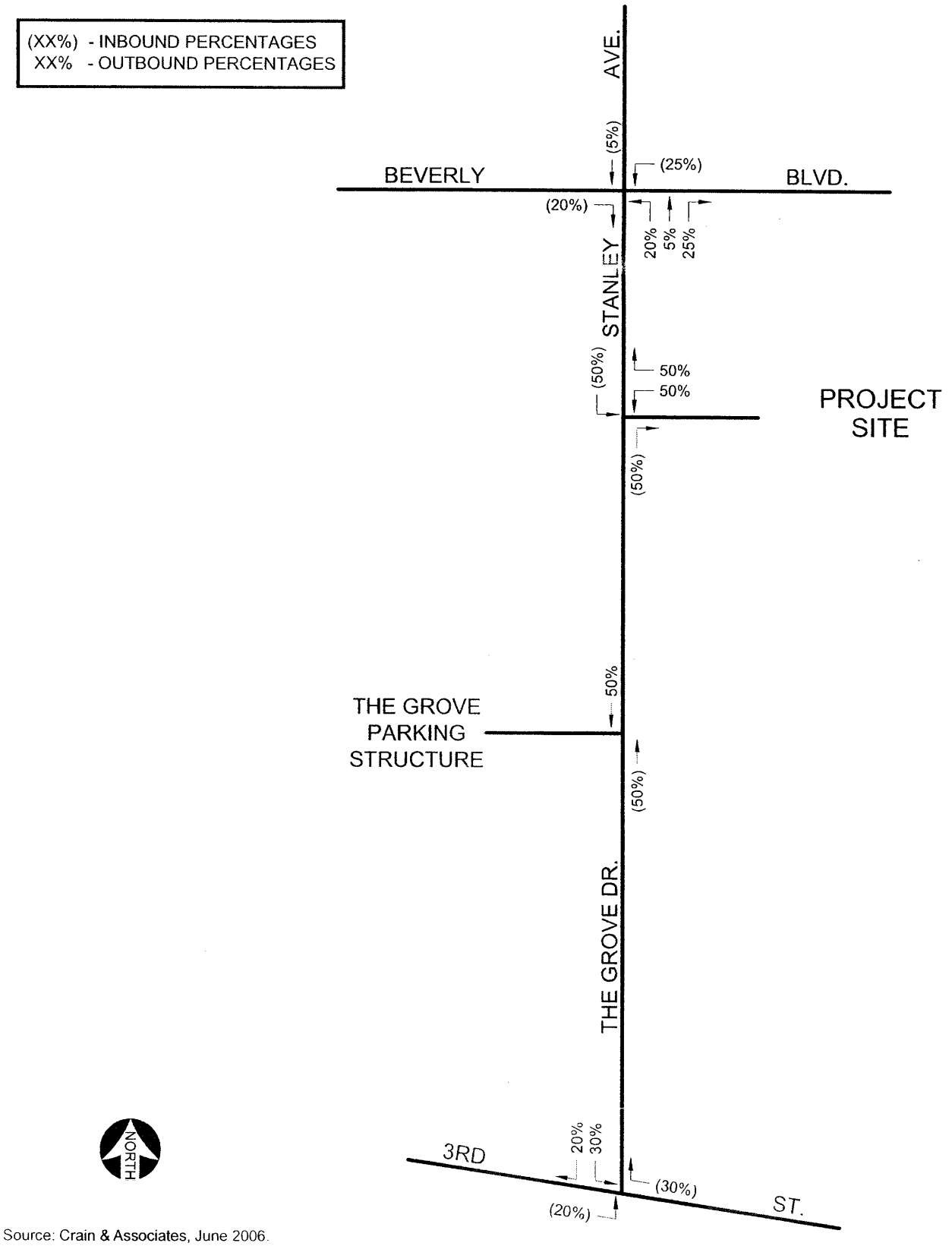
[d] *Sunday daily trip rate based on factor derived from Sunday peak hour trip rate versus weekday PM Peak hour trip rate to multiply weekday daily trip rate.*

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, Washington DC, 2003, unless otherwise noted; Christopher A. Joseph & Associates, June 2006.

Trip Distribution

The trip distribution pattern was based on the proposed project land use, existing traffic patterns, characteristics of the surrounding roadway system, the project site's proximity to freeways and major travel routes, and nearby population and employment centers.

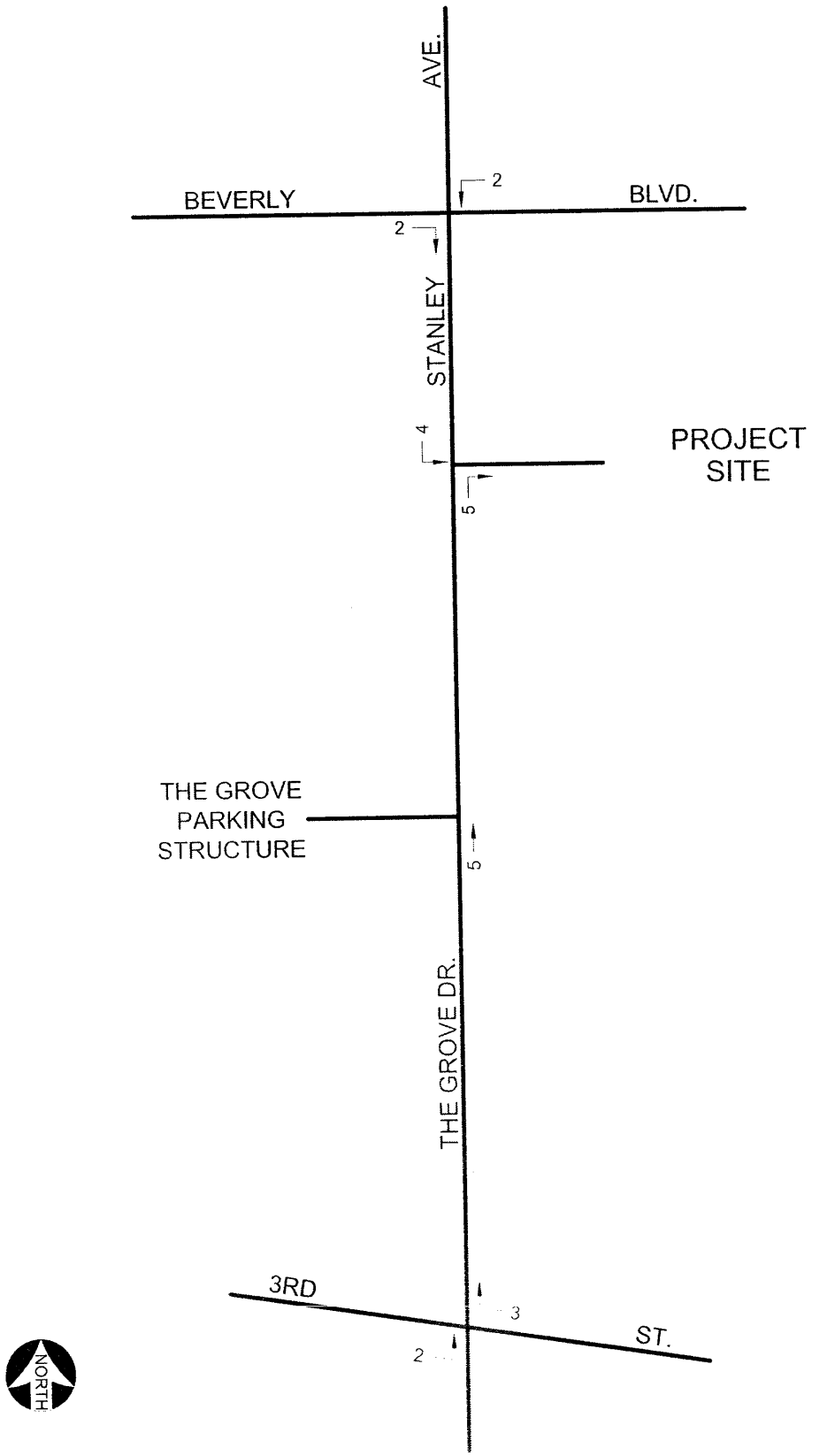
The project traffic volume distribution percentages during AM and PM peak hours at the study areas are illustrated in Figure IV-6, Project Trip Distribution. The forecast project traffic volumes at the study intersections for the weekday AM and PM peak hours are shown in Figure IV-7, Net Project Traffic Volumes, AM Peak Hour, and Figure IV-8, Net Project Traffic Volumes, PM Peak Hour. The forecast project traffic volumes at the study intersections for the Sunday Mid-day peak hour is displayed in Figure IV-9, Net Project Traffic Volumes, Sunday Peak Hour.



Source: Crain & Associates, June 2006.

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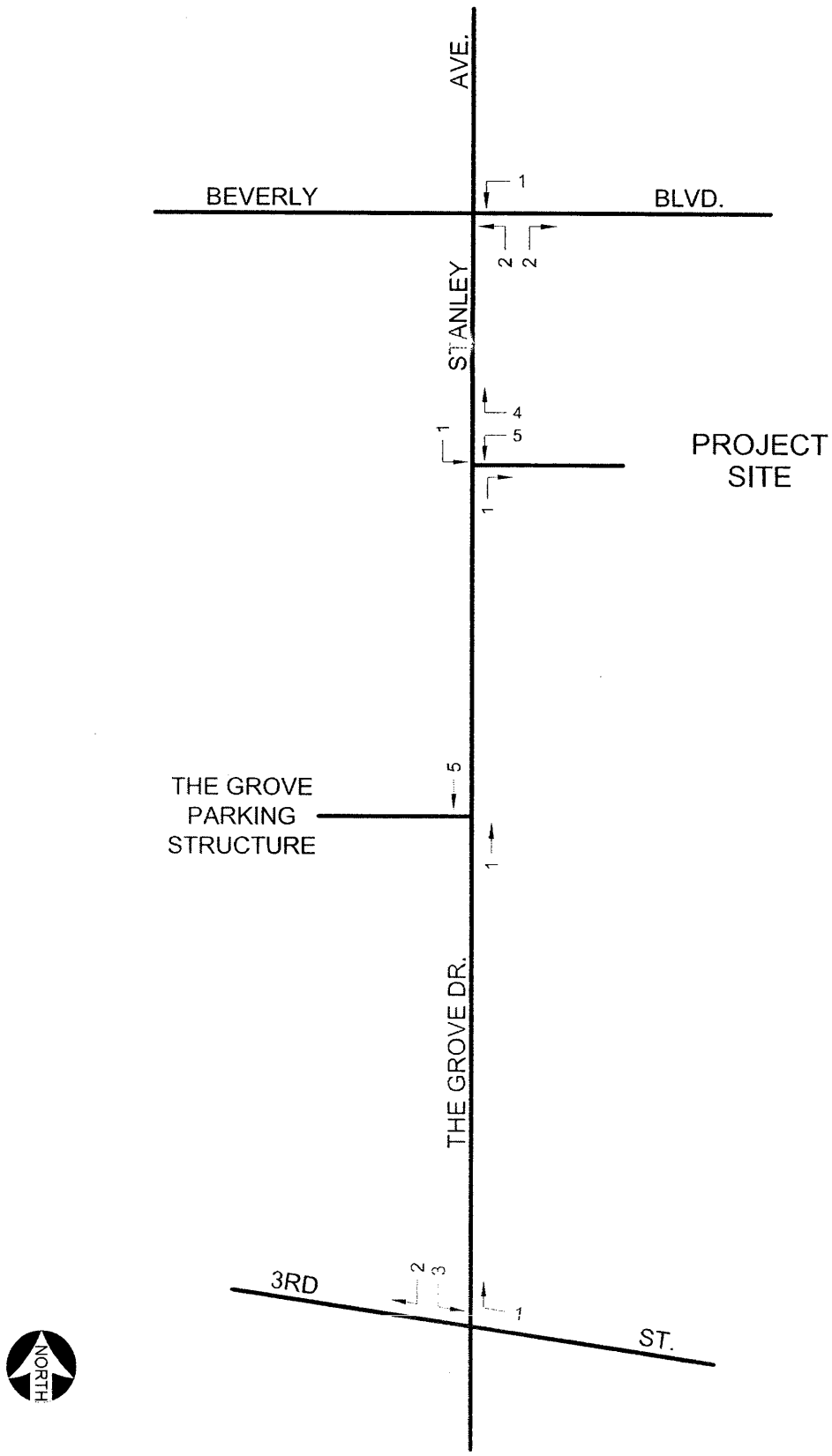
Figure IV-6
Project Trip Distribution



Source: Crain & Associates, June 2006.

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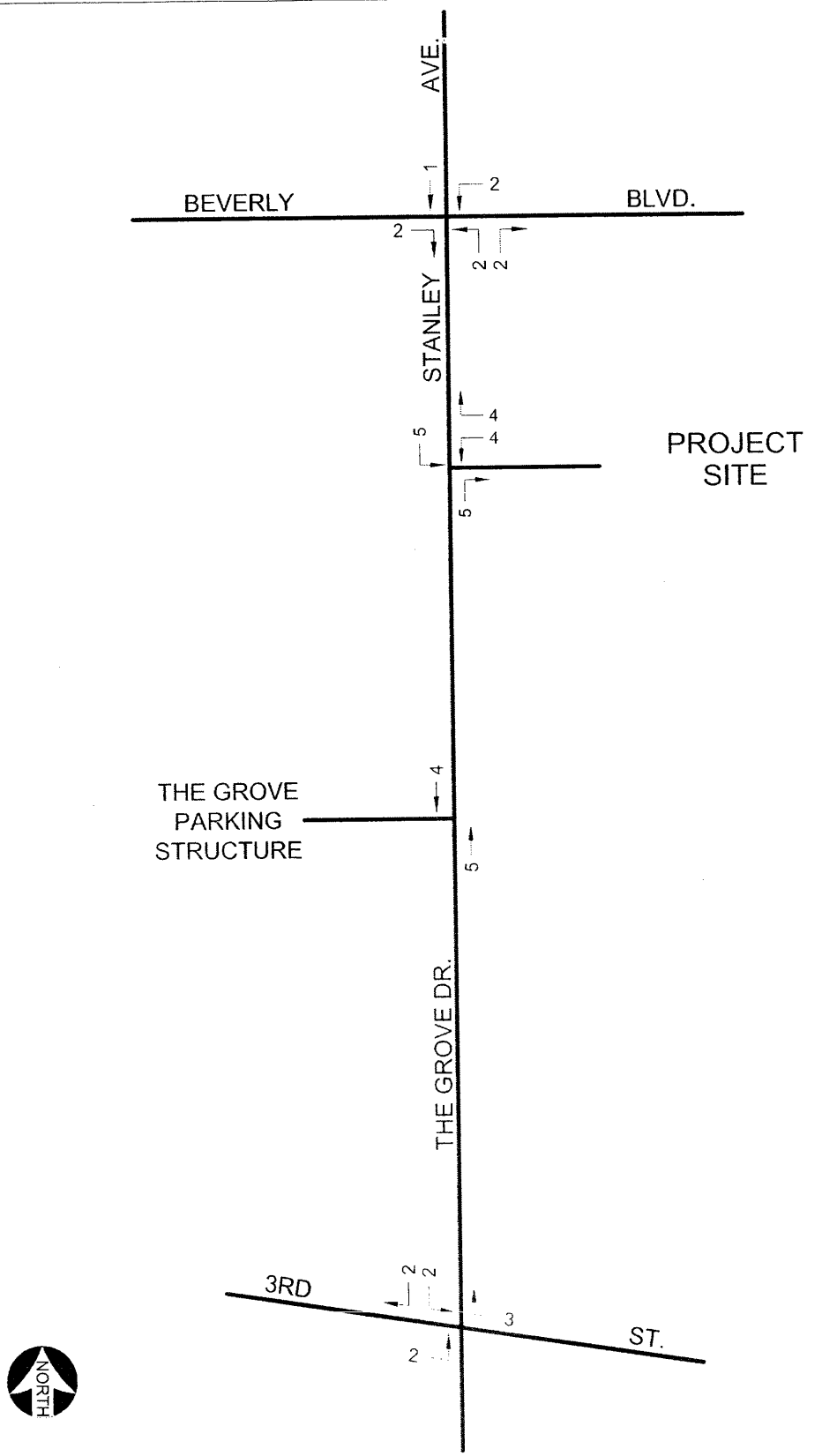
Figure IV-7
Net Project Traffic Volumes
AM Peak Hour



Source: Crain & Associates, June 2006.

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Figure IV-8
Net Project Traffic Volumes
PM Peak Hour



Source: Crain & Associates, June 2006.

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Figure IV-9
Net Project Traffic Volumes
Sunday Peak Hour

Future Traffic Conditions

Related Projects

There are 46 related projects within a 1.5-mile radius of the project site. The list of related projects was compiled based on information provided by the LADOT, the City of West Hollywood, the City of Beverly Hills, and the Los Angeles Unified School District (LAUSD). In order to calculate the future (2010) conditions, the traffic report applied an ambient growth factor of 1.0 percent per year, compounded annually, to all of the existing (2006) turning movement volumes at the three study intersections. Although the inclusion of the annual ambient growth factor is expected to capture all area traffic increases, for the purposes of providing a conservative analysis, the traffic generated by the related projects was also added to these Future (2010) traffic volumes. The total future volumes, including related projects, provide the basis for the "Without Project" condition. Project traffic is added to the Future (2010) "Without Project" condition to determine the Future (2010) "With Project" condition.

Related projects that are either planned for development or currently under construction in the area surrounding the project site could contribute to traffic in and around the project vicinity in the near future. Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE Trip Generation Manual. The 46 related projects respective traffic generation for the weekday AM and PM peak hours, as well as the Sunday mid-day peak hour, is summarized in Table IV-18, Related Projects Trip Generation.

Table IV-18
Related Projects Trip Generation

No.	Location	Size	Unit	Description	Weekday							Sunday			
					Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total
1	8601 Wilshire Boulevard	37	du	Apartment	249	4	15	19	15	8	23	217	10	9	19
2	8600 Wilshire Boulevard	4,800	sf	Retail	944	15	10	25	40	44	84	121	7	8	15
		21	du	Residential	141	2	9	11	8	5	13	123	6	5	11
3	8536 Wilshire Boulevard	24,890	sf	Office/Retail	457	55	7	62	18	89	107	22	3	3	6
4	155-157 N. Hamilton Drive	11	du	Residential	74	1	5	6	5	2	7	64	3	3	6
5	50 N. La Cienega Boulevard	14,000	sf	Medical Office	506	28	7	35	14	38	52	22	3	3	6
6	225 S. Hamilton	27	du	Residential	181	3	11	14	11	6	17	158	7	7	14
7	1319-1327 Detroit Street	25	du	Condominium	147	2	9	11	9	4	13	121	5	6	11
8	7729 Hampton Avenue	2	du	Apartment	13	0	1	1	1	0	1	12	1	0	1
9	1220 Orange Grove Avenue	12	du	Condominium	70	1	4	5	4	2	6	58	2	3	5
10	1248 Laurel Avenue	16	du	Condominium	94	1	6	7	5	3	8	77	3	4	7
11	8008 Norton Avenue	8	du	Condominium	47	1	3	4	3	1	4	39	2	2	4
12	1047 Crescent Heights Boulevard	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
13	1010 Edinburgh Avenue	10	du	Condominium	59	1	3	4	3	2	5	48	2	3	5
14	1024 Ogden Drive	5	du	Apartment	34	1	2	3	2	1	3	29	2	1	3
15	1021 Ogden Drive	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
16	950 Orange Grove Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
17	1046 Genesee Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
18	925 Genesee Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
19	1013 Spaulding Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
20	1048 Curson Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
21	1040 Curson Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2

Table IV-18 (Continued)
Related Projects Trip Generation

No.	Location	Size	Unit	Description	Weekday							Sunday			
					Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total
22	917 Sierra Bonita Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
23	1029 Vista Street	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
24	7917 Willoughby Avenue	8	du	Condominium	47	1	3	4	3	1	4	39	2	2	4
25	825 Kings Road	18	du	Condominium	105	1	7	8	6	3	9	87	4	4	8
26	612-616 Croft Avenue	11	du	Condominium	64	1	4	5	4	2	6	53	2	3	5
27	500 Orlando Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
28	547 Kings Road	4	du	Condominium	23	0	2	2	1	1	2	19	1	1	2
29	632-636 Kings Road	6	du	Condominium	35	1	2	3	2	1	3	29	1	2	3
30	533 Sweetzer Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
31	365 San Vicente Boulevard	135	du	Condominium	791	10	49	59	47	23	70	653	30	31	61
		42	du	Senior Housing	146	1	2	3	3	2	5	113	12	11	23
32	310 Huntley Drive	170	sf	Private School	422	82	52	134	12	17	29	0	0	0	0
33	100 La Cienega Boulevard	324,910 30,348 62 177	sf sf du du	Shopping Center High-Turnover Restaurant Condominium Assisted Living	(174)	(28)	32	4	84	(19)	65	(174)	84	(19)	65
34	329 La Cienega Boulevard	140	st	Private School	347	68	43	111	10	14	24	0	0	0	0
35	801 Fairfax Avenue	93	du	Apartment	625	9	38	47	38	20	58	545	24	23	47
		15,826	sf	Shopping Center	2,049	32	20	52	89	96	185	399	24	25	49
36	915 La Brea Avenue	203	du	Apartment	1,364	21	83	104	82	44	126	1,190	52	52	104
		45,300	sf	Retail	4,059	59	38	97	178	193	371	1,143	69	72	141
37	1016 La Cienega Boulevard	11,085	sf	Shopping Center	1,626	26	16	42	71	76	147	280	17	18	35

Table IV-18 (Continued)
Related Projects Trip Generation

No.	Location	Size	Unit	Description	Weekday						Sunday			
					Daily	AM Peak Hour			PM Peak Hour			Daily	Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total
38	6411 Wilshire Boulevard	29,060 2,500 130	sf sf du	Retail Fast-Food Restaurant Apartment	3,041 1,240 874	46 68 13	29 65 53	75 133 66	133 45 53	144 42 28	277 87 81	733 1,357 762	45 87 33	46 95 33	91 182 66
39	5920 Melrose Avenue	54 16,000	du sf	Apartment Retail	363 2,064	6 32	22 20	28 52	21 90	12 97	33 187	316 404	14 25	14 25	28 50
40	652 Ogden Street	20,000 30,000 2,500 2,500 80,000	sf sf sf sf sf	New Entrance Subterranean Utilities Specialty Retail Restaurant Entitled Museum (BCAM)	1,443	115	20	135	49	122	171	2,464	166	126	292
41	5600 Wilshire Boulevard	288 4,000 8,500	du sf sf	Apartment Restaurant Retail	1,935 509 1,368	29 24 22	118 22 14	147 46 36	116 27 59	63 17 64	179 44 123	1,688 527 215	74 41 13	73 33 14	147 74 27
42	5500 Wilshire Boulevard	175	du	Apartment	842	12	49	61	52	28	80	1,026	45	44	89
43	6298 3rd Street	300	du	Apartment	2,016	31	122	153	121	65	186	1,758	77	76	153
44	6300 3rd Street	300	du	Apartment	2,016	31	122	153	121	65	186	1,758	77	76	153
45	145 La Brea Avenue	18,610	sf	Shopping Center	2,277	35	22	57	99	107	206	470	28	30	58
46	SEC Wilshire Boulevard and La Brea Avenue	400 30,000	du sf	Apartment Shopping Center	2,688 3,105	41 46	163 30	204 76	161 136	87 147	248 283	2,344 757	102 46	102 48	204 94

Source: Crain & Associates, Traffic Impact Report for the Proposed Los Angeles Museum of the Holocaust at 7600 Beverly Boulevard City of Los Angeles, June 2006.

Highway System Improvements

The City of Los Angeles is implementing the Automated Traffic Surveillance and Control System (ATSAC) and the Adaptive Traffic Control System (ATCS) at signalized intersections throughout the project area. The ATSAC and ATCS are signal enhancements that are designed to increase intersection capacities. These improvements are scheduled to be completed in February 2008. As the traffic report's analysis of existing and future traffic conditions does not include the effects of ATSAC and ATCS implementation at the study intersections, the future year 2010 analysis includes a reduction of the V/C ratio of 10 percent to account for the benefits of these systems.

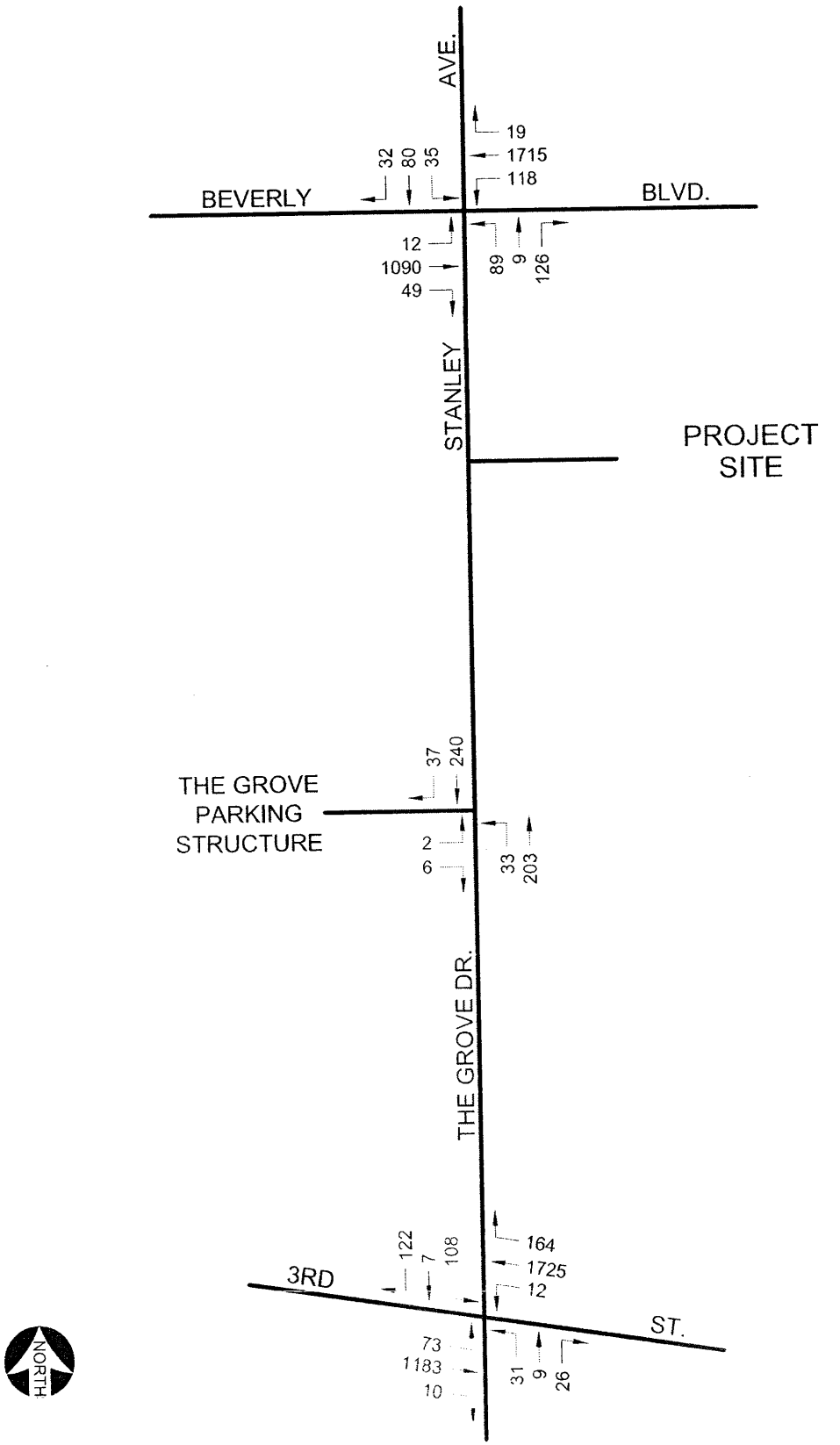
Additionally, many traffic control improvements have already been implemented at critical points within the existing highway network serving the proposed development. For example, parking restrictions are enforced along critical intersection approaches where necessary. Left-turn channelization and two-way left-turn lanes are incorporated in the roadway geometrics throughout this portion of the street system.

The proposed project would also comply with LADOT and Bureau of Engineering requirements for highway dedication, street widening, and sidewalk requirements on roadways adjacent to the project site.

Analysis of Future (2010) Traffic Conditions, Without and With Project

The relative impact of the added project traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours, as well as the Sunday mid-day peak hour, was evaluated based on analysis of future operating conditions at the three study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future V/C relationships and service level characteristics at each study intersection. Figures IV-10 through IV-12 depict future (2010) without project traffic volumes for AM, PM, and Sunday Peak Hours. Figures IV-13 through IV-15 depict future (2010) with project traffic volumes for AM, PM, and Sunday Peak Hours.

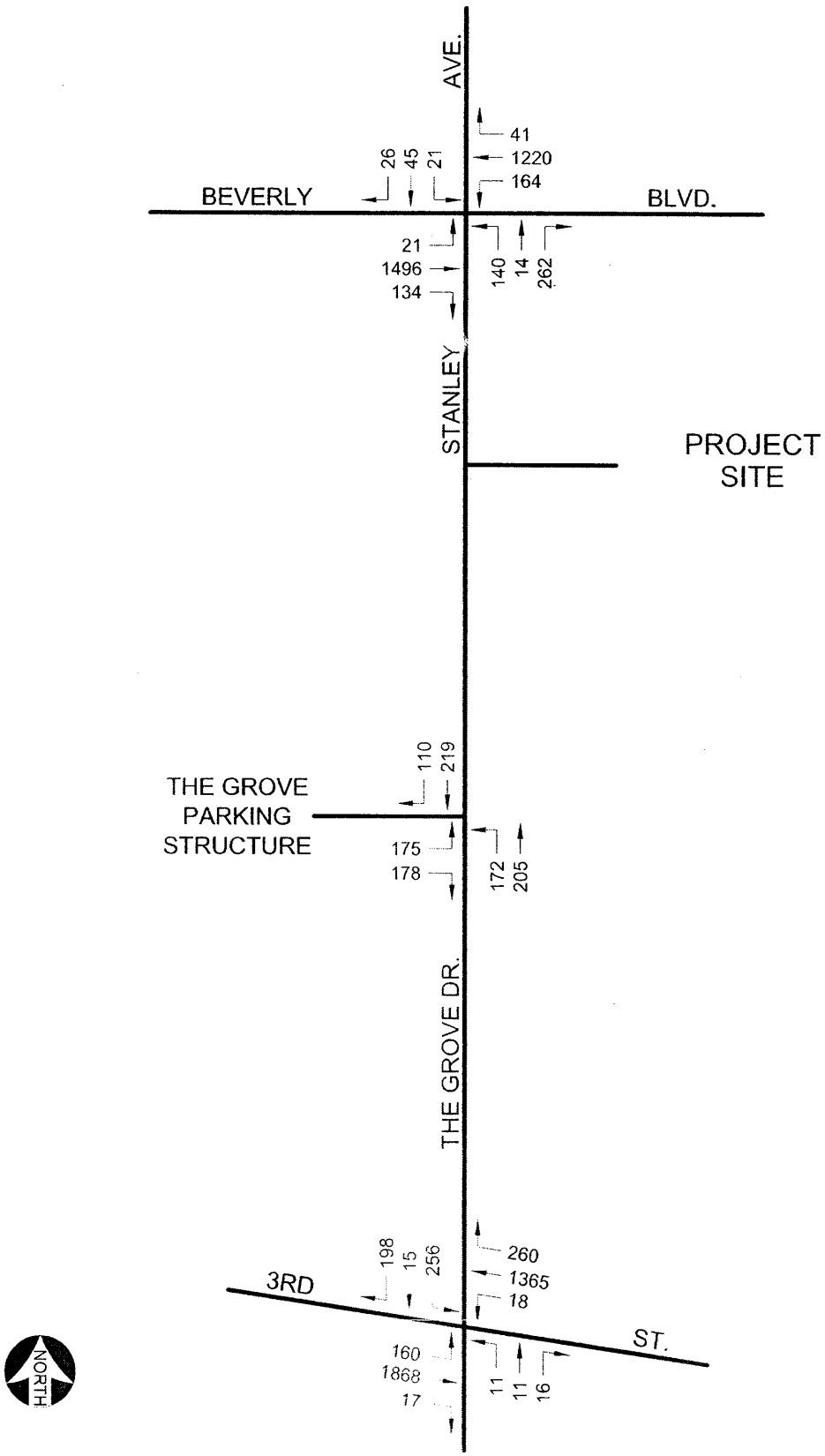
The significance of the potential impacts of project generated traffic at each study intersection was identified using the LADOT's criteria for significant traffic impact. A significant intersection traffic impact based on a "stepped scale," with intersections at high V/C ratios being more sensitive to additional traffic than intersections operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value (i.e., V/C ratio), due to project-related traffic, of 0.010 or more when the final ("With Project") LOS is E or F, a CMA increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. LADOT's criteria for a significant traffic impact are summarized in Table IV-12, LADOT Criteria for Significant Traffic Impact.



Source: Crain & Associates, June 2006.

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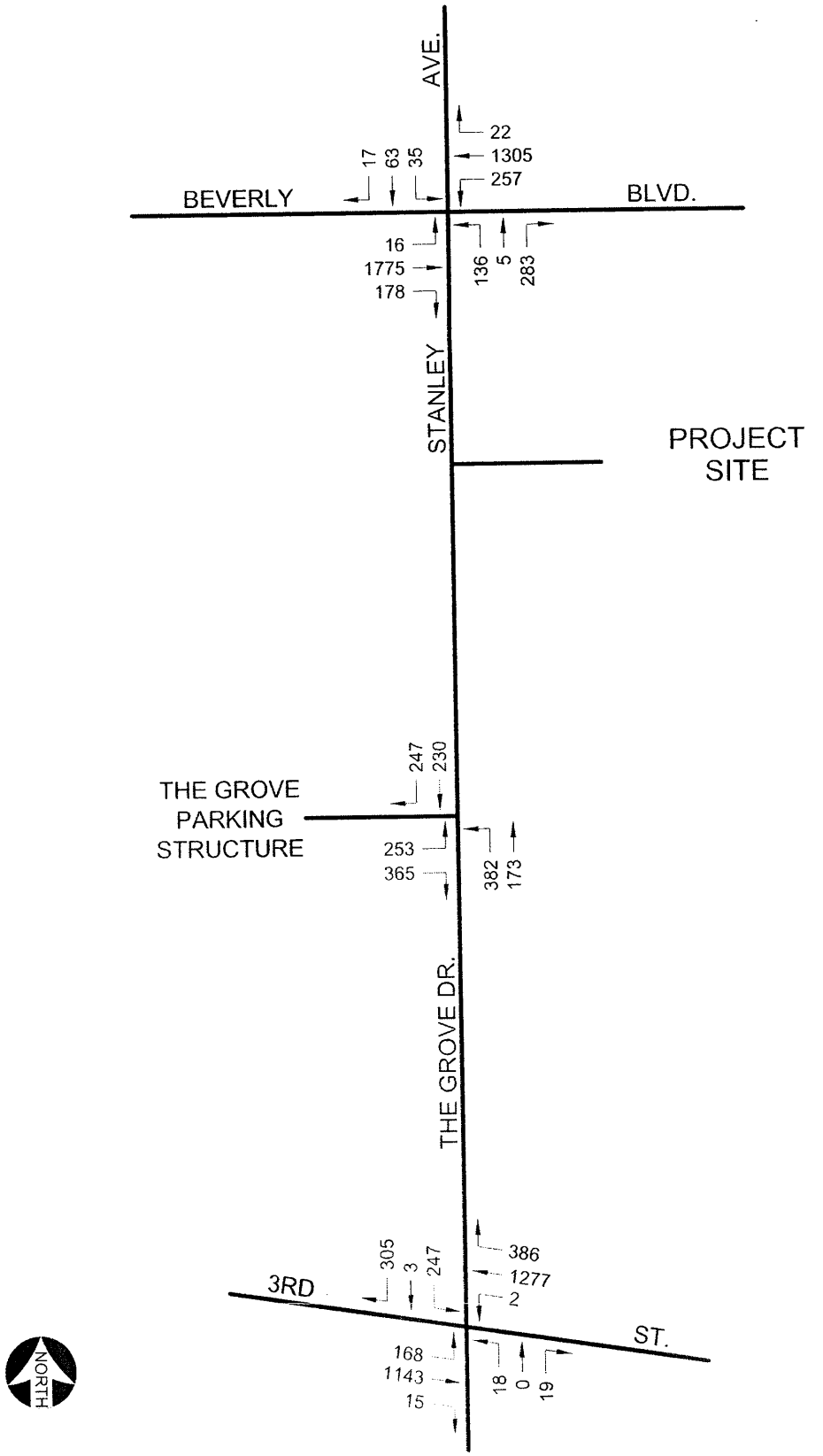
Figure IV-10
Future (2010) Traffic Volumes
Without Project
AM Peak Hour



Source: Crain & Associates, June 2006.

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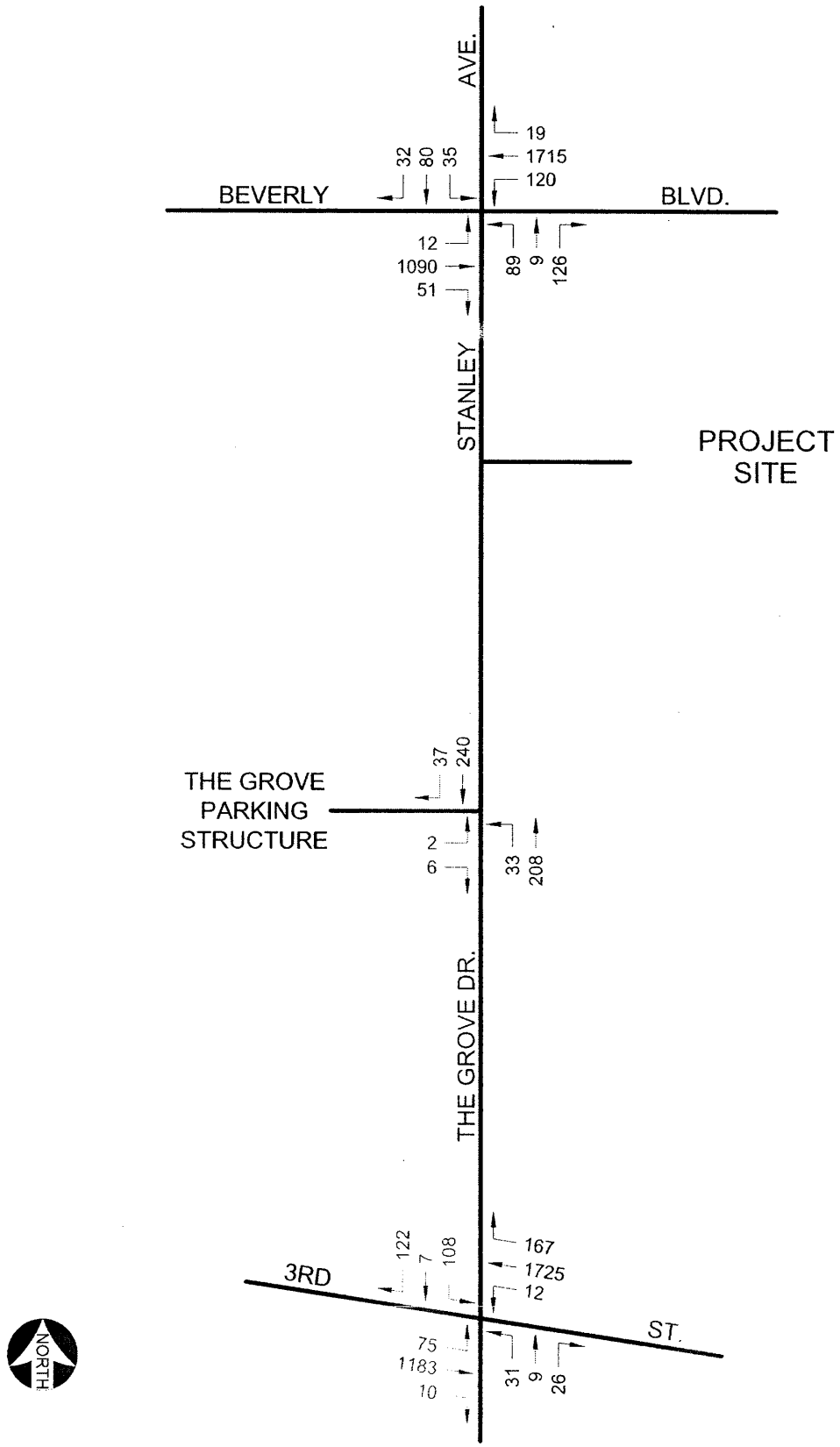
Figure IV-11
Future (2010) Traffic Volumes
Without Project
PM Peak Hour



Source: Crain & Associates, June 2006.

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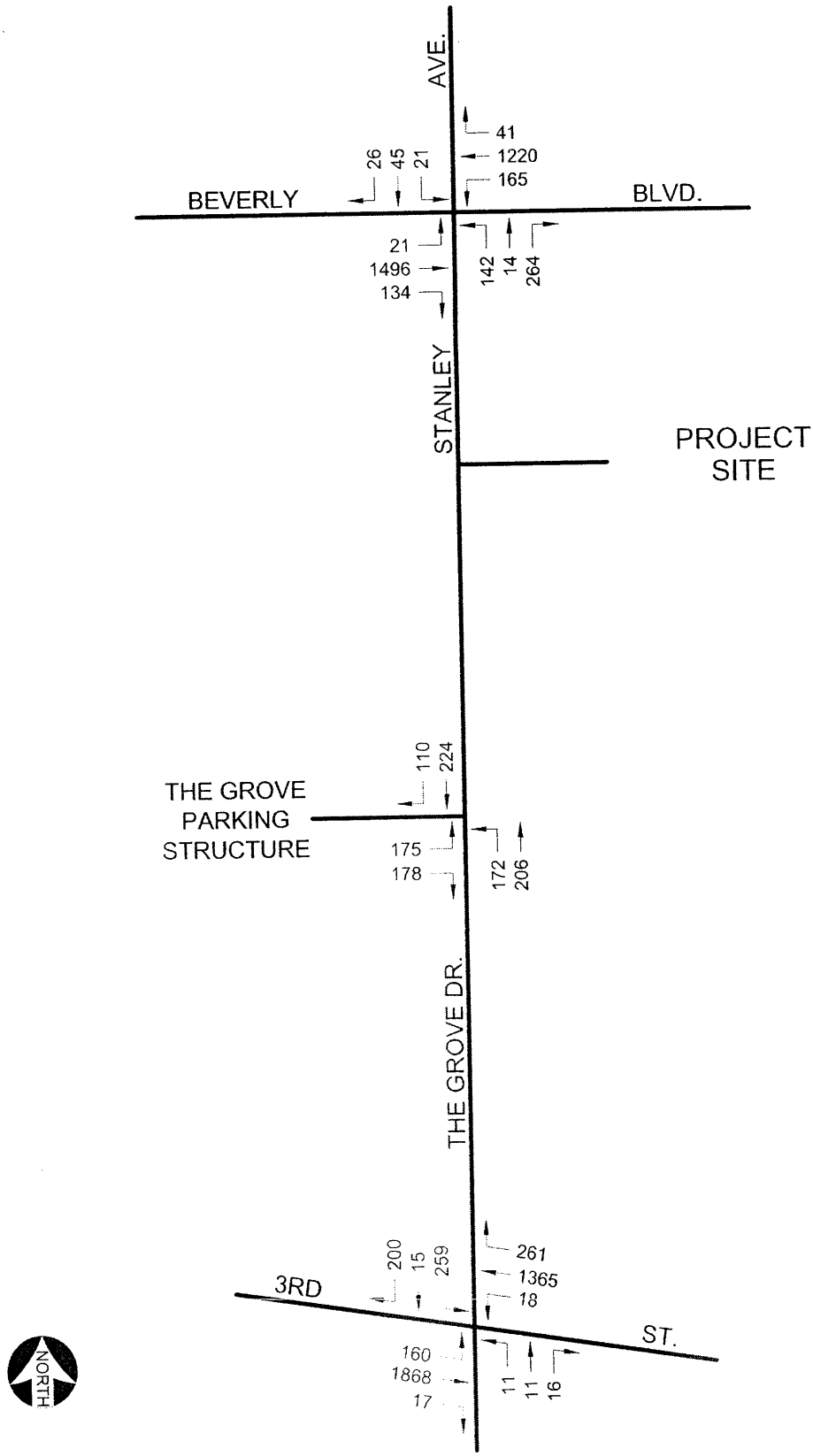
Figure IV-12
Future (2010) Traffic Volumes
Without Project
Sunday Peak Hour



Source: Crain & Associates, June 2006.

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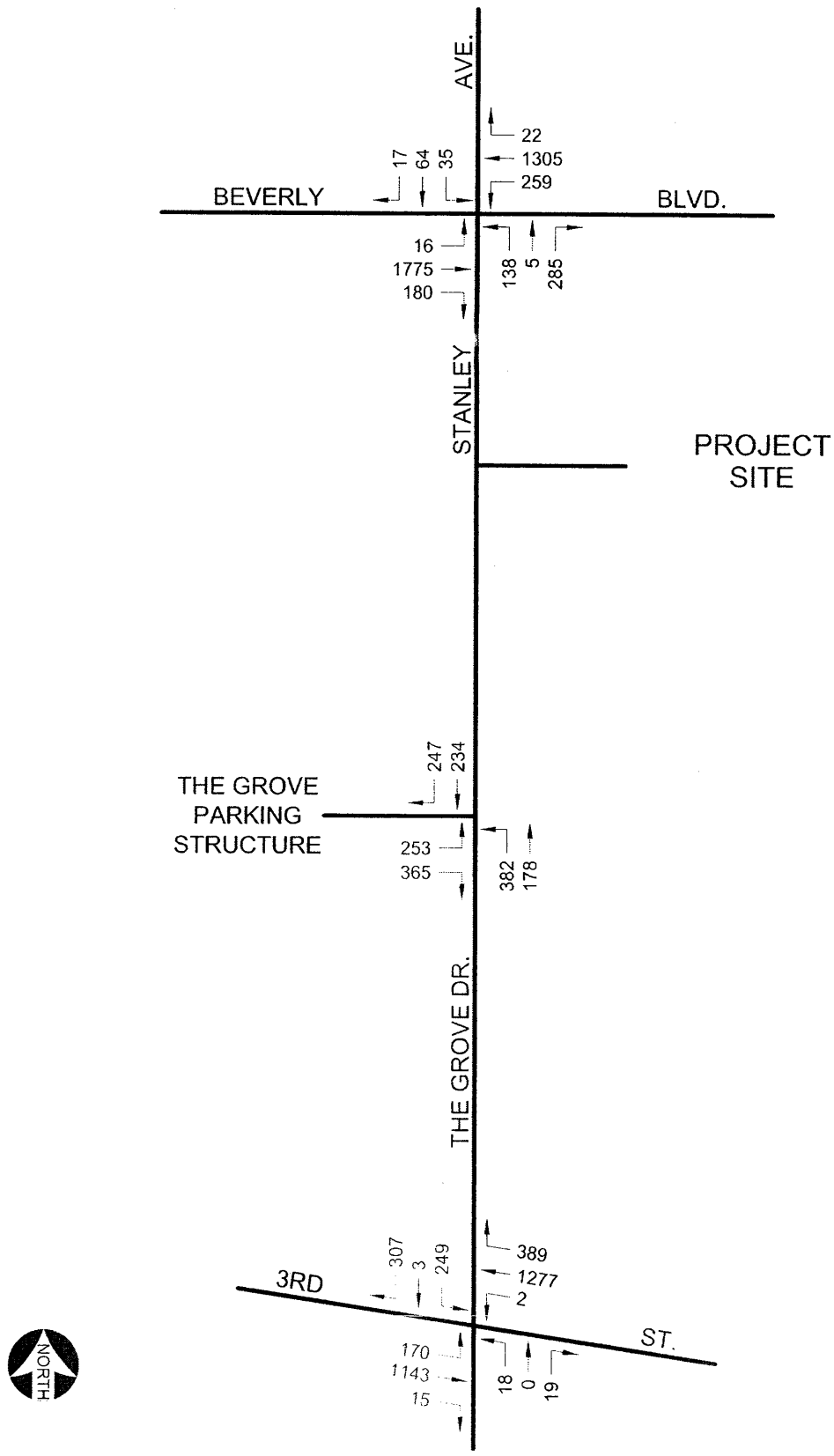
Figure IV-13
Future (2010) Traffic Volumes
With Project
AM Peak Hour



Source: Crain & Associates, June 2006.

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Figure IV-14
Future (2010) Traffic Volumes
With Project
PM Peak Hour



Source: Crain & Associates, June 2006.

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Figure IV-15
Future (2010) Traffic Volumes
With Project
Sunday Peak Hour

Table IV-19
LADOT Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.700 – 0.800	equal to or greater than 0.040
D	> 0.800 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Source: City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, August, 2003.

As shown in Table IV-20, CMA and LOS Summary for Future (2010) Traffic Conditions – Without and With Project, during weekdays all three study intersections would continue to operate at acceptable levels of service (LOS A to D) in the future year 2010, both with and without project implementation. During the Sunday mid-day peak hour, study intersections No.2: The Grove Parking Structure Driveway and The Grove Drive, and No.3: 3rd Street and The Grove Drive would continue to operate at acceptable levels of service, both without and with project. Study intersection No.1: Beverly Boulevard and Stanley Avenue would operate at LOS E during Sunday mid-day peak hour. Based on these criteria and as shown above in Table IV-19, the proposed project is not anticipated to significantly impact any of the three study intersections during any peak hour.

Driveway access to and from and circulation throughout the project site will be coordinated with the LADOT's Citywide Planning Coordination Section, as applicable, upon approval of the proposed project.

Table IV-20
CMA and LOS Summary for Future (2010) Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project			Significant Impact?
			CMA	LOS	CMA	LOS	Change in V/C	
1	Beverly Boulevard & Stanley Avenue	AM	0.717	C	0.717	C	0.000	No
		PM	0.749	C	0.752	C	0.003	No
		Sunday	0.899	D	0.903	E	0.004	No
2	The Grove parking structure & The Grove Drive	AM	0.095	A	0.095	A	0.000	No
		PM	0.367	A	0.369	A	0.002	No
		Sunday	0.720	C	0.723	C	0.003	No
3	3rd Street & The Grove Drive	AM	0.678	B	0.680	B	0.002	No
		PM	0.696	B	0.696	B	0.000	No
		Sunday	0.711	C	0.713	C	0.002	No

Source: Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006.

Residential Street Traffic Impacts

In addition to the analysis of project-related traffic impacts at the three study intersections, the potential increase of project-related traffic volumes on Stanley Avenue north of Beverly Boulevard has also been analyzed for this traffic study (see Figure IV-1). Neighborhood residential street impacts are evaluated by

LADOT based on average daily traffic (ADT) along the street segment analyzed. For the purpose of this calculation, "With Project" is defined as the future study year projected ADT, including ambient and related project traffic growth plus project traffic. Incremental project-related increases in the daily traffic of a residential street are determined to be significant based upon the following LADOT criteria summarized in Table IV-21, LADOT Criteria for Significant Residential Street Traffic Impact.

Table IV-21
LADOT Criteria for Significant Residential Street Traffic Impact

Projected ADT With Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Source: City of Los Angeles Department of Transportation, Traffic Study Policies and Procedures, revised May 2001.

To calculate the project-related traffic impacts on the Stanley Avenue north of Beverly Boulevard residential street segment, 24-hour traffic counts were conducted in April and May 2006. These counts were growth-factored by one percent per year with the addition of related project volumes to reflect future (2010) daily traffic conditions. As shown in Table IV-22, Residential Street Traffic Impact Analysis – Without and With Project, the project would not significantly impact the study street segment.

Table IV-22
Residential Street Traffic Impact Analysis – Without and With Project

Street Segment	Day	Existing (2006) ADT	Ambient Growth	Related Projects	Future (2010) ADT			
					Without Project	Project Traffic	With Project	% Project
Stanley Avenue north of Beverly Boulevard	weekday	2,005	81	81	2,167	4	2,171	0.0
	Sunday	1,486	60	70	1,616	7	1,623	0.0

Source: Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006.; Christopher A. Joseph & Associates, June 2006.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

No Impact. To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The CMP designated a transportation network including all State highways and some arterials within the County to be monitored by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program.

The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak-hours. The nearest arterial CMP monitoring intersections include the following: Wilshire Boulevard and La Brea Avenue, less than one mile southeast of the project site; Wilshire Boulevard and La Cienega Boulevard, approximately one and a half miles southwest of the project site; Santa Monica Boulevard and La Cienega Boulevard, approximately one and a half miles northwest of the project site; Santa Monica Boulevard and Highland Avenue, approximately one and a half miles northeast of the project site; Santa Monica Boulevard and Melrose Avenue, approximately two miles northwest of the project site; Wilshire Boulevard and Santa Monica Boulevard, approximately three miles west of the project site; Santa Monica Boulevard and Western Avenue, approximately three miles northeast of the project site; and Wilshire Boulevard and Western Avenue, approximately three miles southeast of the project site. A review of the project trip distribution and net project traffic additions to the study vicinity shows that the proposed project will not add 50 or more trips per hour to these CMP intersections. Thus, no further CMP intersection analysis is warranted.

According to the local CMP, any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours is also to be analyzed. The nearest CMP freeway monitoring location is sited on the Santa Monica Freeway (I-10) east of La Brea Avenue, approximately three miles south of the project site. As the weekday daily and Sunday daily total project trips generated are below 150, no significant project impact to the CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the proposed project only if it were an aviation-related use. The proposed project does not include any aviation-related uses. Therefore, no impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. A significant impact may occur if a project includes new roadway design or introduced a new land use or project features into an area with specific transportation requirements, characteristics, or project access or other features designed in such a way as to create hazardous conditions. The proposed project is not within an area with specific transportation requirements or characteristics and would not create hazardous conditions due to a new roadway design. Further, the proposed project would not involve uses that are incompatible with the surrounding uses. Access to the proposed project would be provided via one driveway on The Grove Street. The design of the proposed driveway would be reviewed by LADOT prior to the issuance of building permits to ensure that its operation would not result in a hazardous condition. Therefore, no impact would occur.

e) Would the project result in inadequate emergency access?

No Impact. A significant impact may occur if a project design does not provide emergency access meeting the requirements of the Fire Department or in any other way threatens the ability of emergency vehicles to access and serve the project site or adjacent uses. Currently, emergency vehicles can access

the project site from Stanley Avenue/The Grove Drive. With implementation of the proposed project, emergency access to the project site would continue to be from Stanley Avenue/The Grove Drive. In addition, the project would adhere to the Los Angeles Fire Code (Chapter 5 Article 7 of the Los Angeles Municipal Code), which includes requirements for emergency access. Therefore, no impact would occur.

f) Would the project result in inadequate parking capacity?

No Impact. A significant impact may occur if a project results in inadequate parking capacity based on City Code requirements. According to Section 12.21.A4 of the LAMC, approximately 15 parking spaces would be required for the proposed project. However, the proposed project would provide 25 spaces, which are 10 more than required. Therefore, no impact would occur with respect to parking capacity.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. A significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located onsite or offsite. The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation. In addition, the Los Angeles County Metropolitan Transportation Authority (MTA) provides an extensive system of bus and rail lines throughout the community. Current regional transit information available through the MTA indicates that several bus routes have stops within fairly reasonable walking distance (approximately one-quarter mile or less) of the project site. In addition, LADOT provides DASH route near the project site which serves the local and surrounding communities. When transfer opportunities are considered, the bus and rail lines outlined below provide access between the project site and key destinations throughout the Los Angeles metropolitan area.

Public Transit Services

MTA Bus Service

Line 14 provides east-west local service between Beverly Hills and Downtown Los Angeles. This route travels mostly along Beverly Boulevard and includes stops provided at Regent Beverly Wilshire Hotel, Beverly Center, The Grove, Vermont/Beverly Station and Downtown Los Angeles. In the project vicinity, a stop is provided on Beverly Boulevard at Fairfax Avenue. Service is provided Monday through Friday with headways of approximately 5 to 15 minutes during AM and PM peak hours, and approximately 5 minutes to 1 hour the rest of the day. Weekend and holiday schedules are also provided.

Line 16/316 provides east-west access between Century City and Downtown Los Angeles. This route travels mostly along 3rd Street and includes stops provided at Century City, Beverly Hills, Park La Brea, Hancock Park, Koreatown and Downtown Los Angeles. In the project vicinity, Line 16/316 travels along 3rd Street with a stop at Fairfax Avenue. Weekday service operates on headways of approximately 5 to 10 minutes during AM and PM peak hours, and approximately 5 to 10 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 217 provides east-west local service between Westwood, La Brea Tar Pits, LACMA, The Grove, Farmer's Market, Hollywood, Los Feliz, Silver Lake, Echo Park and Downtown Los Angeles. In the project vicinity, this route travels north-south along Fairfax Avenue with a stop provided at 3rd Street. Service is provided Monday through Friday with headways of approximately 10 minutes during AM and PM peak hours, and approximately 10 to 20 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 218 provides north-south local service between Studio City, Mount Olympus, West Hollywood, Park La Brea, and Beverly Hills. In the project vicinity, this route travels north-south along Fairfax Avenue with stops provided at Beverly Boulevard and 3rd Street. Service is provided Monday through Friday with headways of approximately 15 to 20 minutes during AM and PM peak hours, and approximately 20 to 50 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 714, the Downtown Los Angeles/Beverly Hills Metro Rapid bus, provides east-west access between Beverly Hills, Beverly Center, The Grove and Downtown Los Angeles. In the project vicinity, Line 714 travels along Beverly Boulevard with a stop provided at Fairfax Avenue. Line 714 only provides service Monday through Friday during AM and PM peak hours on headways of approximately 15 minutes. Weekend and holiday services are not provided.

Line 717, the West Los Angeles/Hollywood Metro Rapid bus, provides north-south access between Hollywood, West Hollywood, The Grove, LACMA, and Westwood. In the project vicinity, Line 717 travels along Fairfax Avenue with a stop provided at 3rd Street. Service is provided Monday through Friday with headways of approximately 10 minutes during AM and PM peak hours, and approximately 10 to 20 minutes the rest of the day. Weekend and holiday services are not provided.

LADOT Bus Service: Fairfax DASH operates Monday through Friday from 7:00 AM to 6:30 PM and Saturday from 9:00 AM to 6:30 PM. No service is provided on Sundays or holidays. This line travels along La Cienega Boulevard, Melrose Avenue, Fairfax Avenue, 3rd Street, La Brea Avenue, and Wilshire Boulevard. In the project vicinity, the Fairfax DASH loops around Park La Brea, Pan Pacific Park and LACMA, servicing Farmer's Market, The Grove at Farmer's Market, Park La Brea, and LACMA. Stops near the project site are provided along Fairfax Avenue and 3rd Street. Buses operate on headways of approximately 15 minutes. Transfer options to the Hollywood/West Hollywood DASH and several MTA bus routes are available throughout the Fairfax DASH route.

In addition to these routes, additional public bus and rail opportunities are available via transfers to other lines and/or transit providers. When transfer opportunities are considered, the greater Los Angeles region is readily accessible from the project site by the transit system. Thus, it is expected that some of the person trips generated by the proposed development would utilize public transportation as the primary travel mode instead of private vehicles. The off-site improvements proposed as part of the project would include a bus turnout on Stanley Avenue/The Grove Drive adjacent to the project site. In addition, the opportunity exists for the proposed project to support other alternative means of transportation, such as the use of bicycle racks located within Pan Pacific Park. Therefore, no impact would occur.

16. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate RWQCB. The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles Regional Water Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the project area.

Wastewater from the project site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). (For further discussion of the sewage system that serves the project site, see Question 16(b).) The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the project site would be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, no impact would occur.

Cumulative Impacts

See Question 16(b), below.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts.[37] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the

[37] *City of Los Angeles Department of Water and Power, Central and Eastern Los Angles Water Quality Annual Report, 2003, page 5.*

LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area.[38] The LAAFP has a capacity to treat approximately 600 million gallons per day (mgd). Currently, the average plant flow is 450 mgd during non-summer months and 550 mgd during summer months.[39] Therefore, the LAAFP has the ability to treat an additional 50 to 150 mgd of water per day. Water use for the proposed project constitutes 120 percent of the wastewater generated on-site. As discussed below, approximately 168 gpd of wastewater would be generated by the proposed project.[40] The proposed project would generate a demand for approximately 202 gpd of water (168 x 1.20) which could be accommodated within the remaining capacity at the LAAFP. As such, implementation of the proposed project is not expected to measurably reduce this facility's capacity; therefore, no new or expanded water treatment facilities would be required. As such, with respect to water treatment facilities, the proposed project would have a less-than-significant impact.

Potable water to the project site would be provided by a 12-inch ductile iron pipe located in The Grove Drive.[41] Currently, there are no known deficiencies in the water system serving the project site. Water demand is based, in part, on a project's required fire flow as determined by the LAFD. After review of the proposed project, the LAFD has determined that there is adequate water supply to meet the project's fire flow requirements.[42] Further, though not anticipated, should water main or infrastructure upgrades be required, the project developer would pay for such upgrades. New water service installations are generally wet tapped to avoid service interruptions. However, if a disruption in service were to occur, LADWP customers would be properly notified. Thus, impacts would be less than significant

Wastewater Treatment Facilities and Existing Infrastructure

The Los Angeles Department Bureau of Sanitation provides sewer service to the project area. Wastewater from the project site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). Currently, the plant treats an average daily flow of 362 mgd, and has capacity to treat 450 mgd.[43] This represents a remaining capacity of 88 mgd of wastewater that can be treated at the HTP. As discussed in Question 16(e) below, the proposed project would generate roughly 168 gpd of wastewater (8,375 square feet x 0.020 gallons = 168 gpd).[44] Wastewater generated by the proposed project could be

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38 *Ibid.*

39 *Written correspondence with Charles Holloway, Supervisor of Environmental Assessment, City of Los Angeles Department of Water and Power, April 14, 2006.*

40 *Based on City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*

41 *Written correspondence with Charles Holloway, Supervisor of Environmental Assessment, City of Los Angeles Department of Water and Power, April 14, 2006.*

42 *Fax correspondence with Inspector Michael Theule of the LAFD, April 27, 2006.*

43 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Major Activities, website: http://www.lacity.org/san/sanmact.htm, accessed May 30, 2006.*

44 *Based on City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*

accommodated within the remaining capacity at the HTP. Therefore, the HTP would have adequate capacity to serve the proposed project. As such, with respect to the capacities of wastewater treatment facilities, the proposed project would have a less-than-significant impact.

With respect to wastewater infrastructure, wastewater service would be provided to the project site by a 12-inch sewer line located in The Grove Drive.[45] This sewer line continues through the interior of Pan Pacific Park. Based upon the Bureau of Sanitation's preliminary evaluation, the local sewer lines should be able to accommodate the additional flow from the proposed project. Furthermore, should new or expanded infrastructure be required, the project developer would pay for such upgrades. As such, a less-than-significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. With respect to water treatment facilities and infrastructure, as discussed in Question 16(d), the proposed project and related projects would generate a demand for an estimated 777,691 gpd of water. The remaining daily capacity of the LAAFP varies seasonally between 50 and 150 mgd. Therefore, the LAAFP would have adequate capacity to treat the water demanded by the proposed project and related projects and a less-than-significant impact would occur. In addition, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the proposed project and the related projects. Therefore, no cumulative water infrastructure impacts are anticipated from the development of the proposed project and the related projects.

With respect to wastewater treatment facilities and infrastructure, as discussed in Question 16(e), the proposed project and related projects would generate approximately 549,796 gpd of wastewater. The remaining daily capacity of the HTP is 88 mgd of wastewater. Therefore, the HTP would have adequate capacity to accommodate the wastewater generated by the proposed project and related projects and a less-than-significant impact would occur. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there is little, if any, cumulative relationship between the development of the proposed project and the related projects. Therefore, no cumulative sewer infrastructure impacts are anticipated from the development of the proposed project and the related projects.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the project site. Runoff from the proposed project would be collected onsite and directed towards existing storm drains. Currently, the project site is landscaped with grass and ornamental trees. Project implementation would increase the amount of impermeable surface area through the development of the museum and associated paving.

[45] *City of Los Angeles Bureau of Engineering, Sewer Map No. 492, 1992.*

However, as the proposed museum would have a landscaped rooftop which would form a contiguous surface between the ground and the roof maintaining similar characteristics as existing conditions, the proposed project would not substantially increase the amount of storm water runoff from the project site that is currently handled by the existing storm water drainage facilities. Therefore, impacts to storm water drainage facilities would be less than significant.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. As previously discussed in Question 16(b), the proposed project would generate demand for approximately 202 gpd of water per day. According to the LADWP, there are no known deficiencies in the provision of water service in the project area.[46] Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the related projects would generate a demand for approximately 659,553 gpd of water, further increasing demands for water supplies in the LADWP service area (see Table IV-23, Related Projects Water Demand). With respect to the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. For related projects that meet the requirements set forth in Sections 10910-10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Furthermore, similar to the proposed project, each related project would be required to comply with city and State water conservation programs. In addition, as project impacts would be less than significant, the proposed project would not substantially contribute to water or wastewater impacts. Therefore, cumulative impacts to water supply would be less than significant.

[46] *Written correspondence with Charles Holloway, Supervisor of Environmental Assessment, City of Los Angeles Department of Water and Power, April 14, 2006.*

Table IV-23
Related Projects Water Demand

Land Use	Size	Daily Rate of Demand[a]	Water Demand (gpd)
Residential[b]	2,469 units	240 gallons/unit	592,560
School	310 sq. ft.	9.6 gallons/sq. ft.	2,976
Museum	80,000 sq. ft.	0.024 gallons/sq. ft.	1,920
Restaurant	39,348 sq. ft.	0.36 gallons/sq. ft.	14,165
Retail/Shopping Center	499,291 sq. ft.	0.096 gallons/sq. ft.	47,932
		Total	***659,553***

[a] *120 percent of the City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*
[b] *Based on 3 bedrooms per multi-family unit, including senior housing and assisted living units.*

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Since the project site is landscaped with grass and ornamental trees, no wastewater generation currently occurs onsite. Therefore, construction of the proposed project would increase the amount of wastewater generation as compared to existing conditions. The proposed project is anticipated to generate approximately 168 gpd of wastewater. As discussed in Question 16(b), the current remaining capacity of the HTP is 88 mgd. Therefore, the HTP would have adequate capacity to treat the 168 gpd of wastewater generated by the proposed project, in addition to its existing commitments, resulting in a less-than-significant impact.

Cumulative Impacts

Less Than Significant Impact. As shown in Table IV-24 below, implementation of the related projects would generate 549,628 gpd of wastewater. As discussed above, the HTP currently treats an average of 362 mgd, with a capacity to treat 450 mgd. Therefore, the HTP would have adequate capacity to accommodate the additional 549,928 gpd of wastewater generated by the proposed project and related projects. Therefore, the cumulative wastewater impact on sewer service would be less than significant.

Table IV-24
Related Projects Projected Wastewater Generation

Land Use	Size	Daily Generation Rate[a]	Wastewater Generation (gpd)
Residential[b]	2,469 units	200 gallons/unit	493,800
School	310 sq. ft.	8 gallons/sq. ft.	2,480
Museum	80,000 sq. ft.	0.02 gallons/sq. ft.	1,600
Restaurant	39,348 sq. ft.	0.3 gallons/sq. ft.	11,804
Retail/Shopping Center	499,291 sq. ft.	0.08 gallons/sq. ft.	39,943
		Total	***549,628***

[a] *City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*
[b] *Based on 3 bedrooms per multi-family unit, including senior housing and assisted living units.*

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Solid waste generated in the City of Los Angeles may be disposed of at the Sunshine Canyon Landfill in Sun Valley, Bradley Landfill in Sylmar, Chiquita Canyon Landfill in Castaic, and/or the Olinda Alpha Landfill in Orange County.

The Sunshine Canyon Landfill is jointly operated by the City and the County (each operates separate portions of the landfill). However, the City's permits to dispose solid waste in its portion of the Sunshine Canyon Landfill expired in 1991. In 1996, the City contracted with a private waste hauler to dispose its solid waste in the County portion of Sunshine Canyon Landfill. Currently, the City continues to contract with a private waste hauler to use the County's portion of the Sunshine Canyon Landfill to dispose of 3,500 tons of solid waste daily. In December 1999, the City approved Ordinance 172,933, which amended the Los Angeles Municipal Code to allow the City to expand the Sunshine Canyon Landfill and combine the City and County portions of the landfill.[47] The plan approved in Ordinance 172,933 allows the City to: (1) work with the County to combine the City and County portions of the landfill;[48] (2) expand the landfill footprint to 194 acres in the City and 257 acres in the County; (3) increase capacity to 55 million tons in the City portion and increase the combined capacity of the City/County landfill to 90 million tons; (4) permit a daily maximum intake of 5,500 tons per day prior to the combining of the City and County portions of the landfill; (5) permit a combined City/County daily maximum intake of 11,000 tons following combining the City and County portions of the landfill; and (6) extend the estimated closure date to approximately 2029.[49] The City approved, and the California Integrated Waste Management Board (CIWMB) concurred with, the solid waste facility permit for Phase I of that plan. [50] The combined City and County portions of the landfill began operations in 2005.[51]

The Bradley Landfill also has plans for the expansion of their services beyond 2007; however, permits have not yet been approved and for the purposes of this study Bradley Landfill is assumed to close in 2007. Since the project is not expected to reach buildout until 2008, this analysis assumes that Bradley Landfill would not serve the proposed project. The capacities and estimated dates of closure for each of the four landfills are included in Table IV-25 (Landfill Capacity and Intake), below.

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47 *City of Los Angeles Ordinance 172,933 (amending LAMC Section 12.04) and its [Q] Qualified Conditions of Approval, approved December 10, 1999.*

48 *Ibid.*

49 *City of Los Angeles, Draft Subsequent Environmental Impact Report Sunshine Canyon Landfill, SEIR 91-0377-ZC/GPA, State Clearinghouse No. 92041053, July 1997.*

50 *Solid Waste Facility Permit No. 19-AR-0002-2.*

51 *Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2003 Annual Report, February 2005.*

Table IV-25
Landfill Capacity and Intake

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons per day)	Average Daily Intake (tons per day)	Remaining Permitted Daily Intake (tons per day)
Sunshine Canyon Landfill[a]	2029	11,000	5,208	5,792
Chiquita Canyon Landfill	2013	6,000	5,000	1,000
Olinda Alpha Landfill	2013	8,000	5,515	2,485
			Total Remaining Daily Intake	***9,277***

[a] *As complete buildout for the Proposed Project would occur by 2008, both the City and County portions of the Sunshine Canyon landfill will be fully operational at that time (operations began in 2005). Therefore, data for the combined City and County portions of the landfill are shown.*

Source (Chiquita and Sunshine Canyon Landfills): Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2003 Annual Report, February 2005 and Sunshine Canyon Landfill Newsletter, website: http://www.sunshinecanyonlandfill.com/news/April_2006_newsletter.pdf, May 2006.

Source (Olinda Alpha Landfill): California Integrated Waste Management Board, Solid Waste Information System, website: http://www.ciwmb.ca.gov/SWIS/Search.asp, May 2006, and 2004 Landfill Summary Tonnage Report, website: http://www.ciwmb.ca.gov/Landfills/Tonnages/ReportViewer.ashx?ReportID=750945995, May 2006.

Construction Impacts

A variety of scraps and wastes would be generated during grading and construction activities. The proposed project would generate approximately 33,668 pounds of construction waste (8,375 square foot proposed museum x 4.02 pounds per square foot of construction).[52] California Assembly Bill (AB) 939 requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, approximately 50 percent of the construction waste would be recycled/reused. Therefore, approximately 16,834 pounds (33,668 ÷ 2) of the construction waste would be disposed of in the landfills listed in Table IV-25. The combined remaining daily intake of the Sunshine, Chiquita, and Olinda Alpha Landfills is 9,277 tons per day. As such, the three landfills would have adequate capacity to accommodate the construction waste generated by the proposed project. Therefore, a less-than-significant impact associated with construction waste would occur.

Operational Impacts

Based on a daily rate of 3.12 pounds per 100 square feet,[53] the proposed project would generate 261 ponds of solid waste per day (3.12 x 8,375 ÷ 100). However, the proposed project would divert 50 percent of its solid waste generated and dispose of 131 pounds (261 ÷ 2) of solid waste per day. The combined remaining daily intake of the Sunshine, Chiquita, and Olinda Alpha Landfills is 9,277 tons per day. As such, the three landfills would have adequate capacity to accommodate the operational waste

[52] *U.S. EPA, Characterization of Building-Related Construction and Demolition Debris in the United States, Table A-2, June 1998.*

[53] *Estimated Solid Waste Generation Rates for Service Establishments, California Integrated Waste Management, website: http://www.ciwmb.ca.gov/wastechar/wastegenrates/Service.htm, May 22, 2006*

generated by the proposed project. Therefore, a less-than-significant impact associated with operational waste would occur.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated onsite by the proposed project would be disposed of in accordance with all applicable federal, State, and local regulations, related to solid waste, such as AB 939. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Disposal of solid waste generated by the proposed project construction and operation phases would be subject to the requirements of applicable federal, State, and local statutes and regulations as enforced by the City of Los Angeles Departments of Building and Safety and Public Works. Therefore, there would be no impact associated with compliance with local statutes and regulations related to solid waste.

Cumulative Impacts

Less Than Significant Impact. Implementation of the proposed project in combination with the related projects would further increase regional demands on landfill capacities. As shown in Table IV-26, Solid Waste Generation for Related Projects, the related projects would generate approximately 43,495 pounds of solid waste per day. Similar to the proposed project, the related projects would participate in regional source reduction and recycling programs (i.e., AB 939), further reducing the amount of solid waste to be disposed of at the landfills described above. Therefore, the cumulative daily total of solid waste that would be disposed of in the above-listed landfills would be approximately 21,748 pounds. As such, the three landfills would have adequate capacity to accommodate the operational waste generated by the proposed project. Therefore, a less-than-significant impact associated with cumulative solid waste would occur.

Table IV-26
Solid Waste Generation for Related Projects

Land Use	Size	Daily Generation Rate[a]	Waste Generated (lb/day)
Residential [b]	2,469 units	12.23 lbs/du	30,196
School	310 sq. ft.	0.007 lb/sq.ft./day	2
Museum	80,000 sq. ft.	0.0312 lb/sq.ft./day	2,496
Restaurant	39,348 sq. ft.	0.005 lb/sq.ft./day	197
Retail	98,860 sq. ft.	0.006 lb/sq.ft./day	593
Shopping Center	400,431 sq. ft.	0.025 lb/sq.ft./day	10,011
		Total Solid Waste Generation	***43,495***

[a] *Estimated Solid Waste Generation Rates, California Integrated Waste Management website: www.ciwmb.ca.gov, May 22, 2006.*

17. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-

sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. A significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues. The proposed project is located in a densely populated urban area and would have no impacts with respect to biological resources and less-than-significant cultural resource impacts. The proposed project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. Although there are other past, current and probable future projects in the area surrounding the project site, the proposed project's incremental contribution to cumulative impacts would be less than significant, as discussed under the "Cumulative Impacts" subheadings throughout this Initial Study. Therefore, the proposed project's contribution to cumulative impacts would not be considered cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As noted in the evaluations above, with implementation of the recommended mitigation measures, the proposed project would not result in any unmitigated significant impacts. Thus, the project would not have the potential to result in substantial adverse effects on human beings.

V. PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED

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VI. RESPONSES TO COMMENTS

Public Review Period

The City of Los Angeles Department of Recreation and Parks received a total of 17 comment letters on the Draft Initial Study/Mitigated Negative Declaration (IS/MND) during the 30-day public review period. Each comment letter has been assigned a corresponding number, and comments within each comment letter are also numbered. For example, comment letter "1" is from the State Clearinghouse and Planning Unit. The comments in this letter are numbered "1-1," "1-2," "1-3," etc. The original comment letters, with each comment bracketed and numbered are provided below and followed by the corresponding responses.

Written comments made during the public review for the Draft IS/MND intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental review. Such points are usually statements of opinion or preference regarding a project's design or its presence as opposed to points within the purview of an IS/MND: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process.

Public Meeting

A public meeting for the proposed Los Angeles Museum of the Holocaust Museum was held at 6:00 p.m. on September 6, 2006. Several comments and questions were received from the attendees of the meeting. As with the written comments, intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the proposed project were expressed. The questions and concerns that were raised during the public meeting are similar in nature to the written comments made during the public review period and are addressed in the responses to comments. Table VI-1 below contains a list of the environmental concerns raised at the public meeting and the responses to comments that address them.

Table VI-1
Summary of Public Meeting Comments

Environmental Issue	Response to Comment
Environmental Documentation (CEQA)	Response 5-1
Hazards and Hazardous Materials (Methane Gas)	Response 5-3
Hydrology and Water Quality (Water Retention Basin)	Response 5-2
Land Use (Use of Public Land)	Response 9-1
Public Services (Public Safety)	Response 6-5
Public Services, Recreation (Use Parkland)	Response 4-3
Transportation/Traffic (Operational Traffic)	Response 5-4
Transportation/Traffic (Construction Traffic)	Responses 3-4, 4-2, and 5-9
Transportation/Traffic (Parking)	Responses 3-6 and 4-4
Transportation/Traffic (Pedestrian Access)	Response 4-8
Transportation/Traffic (Parking Garage Ingress/Egress)	Response 4-6
Source: Christopher A. Joseph and Associates, 2006.	

The presentation of comments and responses, which starts on the following page, is organized in the following manner. Each comment is bracketed and numbered. The bracketed comments in each letter are followed by the corresponding responses. Where responses to comments resulted in changes to the text of the IS/MND, these changes are noted in the responses.

COMMENTERS

State Agencies

1. **State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit,** Terry Roberts, Director, State Clearinghouse, 1400 Tenth St., Sacramento, CA 95812, September 25, 2006.

2. **Department of Toxic Substances Control, Southern California Cleanup Operations Branch-Glendale Office,** Michael Iskarous, Acting Unit Chief, 1011 North Grandview Avenue, Glendale, CA 91201, September 22, 2006.

City Agencies

3. **City of Los Angeles, Department of Transportation,** Mike Bagheri, Transportation Engineer, 100 S. Main St., Los Angeles, CA 90012, September 21, 2006.

Community Groups, Businesses and Organizations

4. **A.F. Gilmore Company,** Mark Panatier, 6301 West 3rd Street, Los Angeles, CA 90036, September 22, 2006..

5. **Beverly-Wilshire Homes Association, Inc.,** Diana Plotkin, President, 8443 West 4th Street, Los Angeles, CA 90048, September 4, 2006.

6. **Pan Pacific Advisory Board,** Reginald Turner, President, 7600 Beverly Boulevard, Los Angeles, CA 90017, September 25, 2006.

Individuals

7. **Teresa Feldman,** 6231 West 6th Street, Los Angeles, CA 90048, September 25, 2006.

8. **Eleanor Herscher,** 111 North Gardner Street, Los Angeles, CA 90036, September 2, 2006.

9. **Toby M. Horn,** 146 South Fuller Avenue, Los Angeles, CA 90036, September 3, 2006.

10. **Glen Janken,** 136 North Gardner Street, Los Angeles, CA 90036, September 6, 2006.

11. **Karl Littner,** 156 North Gardner Street, Los Angeles, CA 90036, September 25, 2006.

12. **Jim Manzie,** 646 North Curson Avenue, Los Angeles, CA 90036, September 20, 2006.

13. **Chris Nichols,** 28 West Palm Street, Altadena, CA 91001, September 25, 2006.

14. **Lenore Levine Sachs,** 6628 West 6th Street, Los Angeles, CA 90048, September 8, 2006.

15. **Diane Vanette,** 17236 Luverne Place, Encino, CA 91316, September 15, 2006.

16. **Cecily Young,** 4126 Marcasel Avenue, Los Angeles, CA 90066, September 18, 2006.

17. **Millicent Young,** 6505 Wilshire Boulevard, Los Angeles, CA 90048, September 25, 2006.

Comment Letter No. 1

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

September 25, 2006

David Attaway
Los Angeles City Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Subject: Los Angeles Museum of the Holocaust Project
SCH#: 2006081132

Dear David Attaway:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 22, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Oct 2 2006 16:45 P.02

Document Details Report
State Clearinghouse Data Base

SCH# 2006081132
Project Title Los Angeles Museum of the Holocaust Project
Lead Agency Los Angeles City Department of Recreation and Parks

Type MN Mitigated Negative Declaration
Description D

The proposed project would include the development of a 8,375-square-foot Los Angeles Museum of the Holocaust museum building. The proposed museum would be developed partly belowground, thus, integrating it into the surrounding parkland. The three design concepts that will be incorporated into the proposed museum includes: (1) a scarring/peeling of the landscape; (2) the reconfiguration/maintaining of open space and the addition of green space; and (3) culturally driven architectural gestures. Parking for the proposed project as well as auxiliary parking for Pan Pacific Park would be provided by 25 spaces of subterranean parking. In addition, there will be 7,600 square feet of parking, including walkways, some of which would be existing paving associated with the Holocaust Monument.

Lead Agency Contact

Name David Attaway
Agency Los Angeles City Department of Recreation and Parks
Phone (213) 928-9130 **Fax**
email
Address 1200 West 7th Street, Suite 700
City Los Angeles **State** CA **Zip** 90017

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Beverly Boulevard, 3rd Street
Parcel No. 551-200-4906
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools Various LAUSD schools
Land Use The project site consists of a small grassy area with ornamental trees and shrubs / OS-1XL-O / Open Space

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Health Services; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 08/24/2006 **Start of Review** 08/24/2006 **End of Review** 09/22/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

OCT 2 2006 16:45 P.03

Letter No. 1

Terry Roberts, Director
State of California Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
September 25, 2006

Response 1-1:

This comment indicates that the State Clearinghouse submitted the IS/MND for the proposed project to selected State agencies and that no State agencies submitted comments by the end of the review period. The Department of Toxic Substances Control (DTSC) submitted a comment letter independent of the State Clearinghouse review (See Comment Letter No.2). This comment acknowledges that the IS/MND complied with State Clearinghouse review requirements pursuant to the California Environmental Quality Act (CEQA). No response is necessary.

Linda S. Adams
Secretary for
Environment Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201

Arnold Schwarzenegger
Governor

September 22, 2006

Mr. David Attaway
Environmental Supervisor
City of Los Angeles Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, California 90017

NOTICE OF COMPLETION OF DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE LOS ANGELES MUSEUM OF THE HOLOCAUST PROJECT, SCH NO. 2006081132

Dear Mr. Attaway:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion of draft Initial Study/Mitigated Negative Declaration (IS/MND) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

> If during implementation of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the IS/MND should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

2-1

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me at (818) 551-2857.

Sincerely,

Michel Iskarous
Acting Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: See next page

Oct 2 2006 16:45 P.04

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P. O. Box 806
Sacramento, California 95812-0806

Oct 2 2006 16:45 P.05

Letter No. 2

Michael Iskarous, Acting Unit Chief
State of California
Department of Toxic Substances Control
September 22, 2006

Response 2-1:

This comment indicates that the Department of Toxic Substances Control (DTSC) has reviewed the IS/MND. The comment also indicates that appropriate action should be taken in the event that soil contamination is suspected during construction. As discussed in Question 7(b) in Section IV, Environmental Impact Analysis, no present or historic operations on or adjacent to the project site pose an environmental concern (see Appendix C, Phase I Environmental Site Assessment Report). A historical records search on the project site's ownership and land use information found that it was previously used as a parking lot and that no recorded operations pose an environmental concern. Nonetheless, the following text has been added to Question 7(b) in Section IV, Environmental Impact Analysis, in response to this comment:

> *Notwithstanding, in the event that soil contamination is suspected during construction activities, construction would stop and the appropriate health and safety procedures would be implemented. If it is determined that contaminated soils exists on the project site, remediation would be conducted under the oversight of the Los Angeles County Fire Department, Health and Hazardous Materials Division. Any contamination of groundwater would be regulated by the Los Angeles Regional Water Quality Control Board (RWQCB).*

FORM GET. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

7600 Beverly Blvd
DOT Case No. CEN 06-3181

Date: September 21, 2006

To: David Attaway, Environmental Supervisor II
Department of Recreation and Parks

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **MITIGATED NEGATIVE DECLARATION (MND) FOR THE PROPOSED LOS ANGELES MUSEUM OF THE HOLOCAUST LOCATED AT 7600 BEVERLY BOULEVARD (MND-RP-579-06)**

The Department of Transportation (DOT) has reviewed the MND, prepared by Christopher A. Joseph and Associates, and accompanying traffic study, prepared by traffic consultant Crain & Associates, dated June 2006, for the proposed Los Angeles Museum of the Holocaust located at 7600 Beverly Boulevard. The study analyzed three intersections and one residential street segment and determined that the study intersections and residential street segment would not be significantly impacted by the project related traffic (Attachments 1 and 2). Except as noted, the study adequately evaluated the project related traffic impacts on the surrounding community. 3-1

DISCUSSION AND FINDINGS

Project Description

The project includes the development of 8,375 square feet of Los Angeles Museum of the Holocaust building, which would replace approximately 20,000 square feet of Pan Pacific Park. Parking for the project as well as auxiliary parking for Pan Pacific Park would be provided by a subterranean garage with 25 parking spaces. Access to the project will be provided from Stanley Avenue/The Grove Drive (Attachment 3). The project is expected to be complete by 2008. Future 2010 traffic conditions were analyzed to provide a conservative analysis. 3-2

Trip Generation

On an average weekday, the project will result in a net increase of 84 new daily trips, with 9 AM peak hour trips and 11 PM peak hour trips. On an average Sunday, the project will result in a net increase of 142 new daily trips, with 18 trips during the mid-day peak hour (Attachment 4). 3-3

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Hollywood-Wilshire District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours. 3-4

B. Highway dedication and street widening requirements

Beverly Boulevard is classified as a Major Highway Class II which requires 40-foot half-width roadway on a 52-foot half-width right-of-way.

Stanley Avenue/The Grove Drive is a proposed Collector Street which would require 22-foot half-width roadway on a 32-foot half-width right-of-way. 3-5

It appears that highway dedication and widening may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering's (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

C. Parking Analysis

The project proposes 25 subterranean parking spaces. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project. 3-6

D. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4rd Floor, Station 3 at 213-482-7024) to avoid delays in the building permit approval process. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. 3-7

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

cc: Renee Weitzer, Council District No. 4
Bob Camou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
George Rhyner, Crain & Associates

P:\Letters\CEN06-3181_la holocaust museum_MND_LTR.wpd

Sep 25 2006 15:58 P.03

SIGNIFICANT TRANSPORTATION IMPACT

Per the DOT Traffic Study Policies and Procedures Revised March 2002, a significant impact on an intersection is identified as an increase in the Critical Movement Analysis (CMA) value (i.e., V/C ratio), due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes:

Projected Averaged Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

Sep 25 2006 15:59 P.04

Table 9

Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Beverly Boulevard and Stanley Avenue	Weekday AM	0.717	C	0.717	C	0.000
		Weekday PM	0.749	C	0.752	C	0.003
		Sunday Midday	0.899	D	0.903	E	0.004
2.	The Grove Parking Structure and The Grove Drive	Weekday AM	0.095	A	0.095	A	0.000
		Weekday PM	0.367	A	0.369	A	0.002
		Sunday Midday	0.720	C	0.723	C	0.003
3.	3rd Street and The Grove Drive	Weekday AM	0.678	B	0.680	B	0.002
		Weekday PM	0.696	B	0.696	B	0.000
		Sunday Midday	0.711	C	0.713	C	0.002

Table 12

Residential Street Traffic Impact Analysis

Study Segment	Day	Existing (2006) ADT	Ambience Growth	Related Project	Future (2010) ADT			
					Without Project	Project Traffic	With Project	% Project
Stanley Avenue north of Beverly Boulevard	Weekday	2,005	81	81	2,167	4	2,171	0.0%
	Sunday	1,486	60	70	1,616	7	1,623	0.0%

Sep 25 2006 15:59 P.05

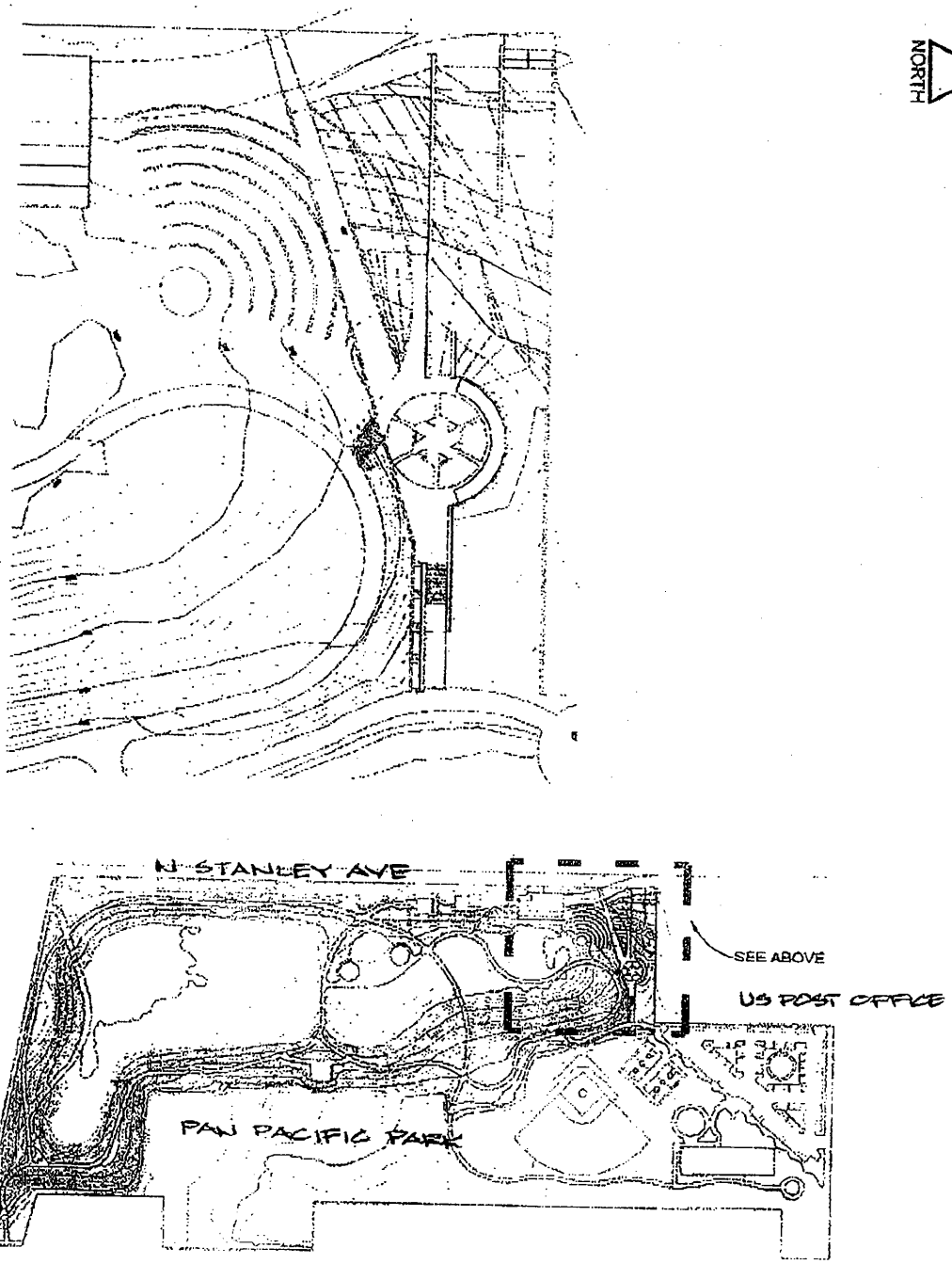


FIGURE 3

8/31/06

P:\LOS ANGELES MUSEUM OF THE HOLOCAUST\SITEPLAN

PROJECT SITE PLAN

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning • Traffic Engineering

ATTACHMENT 3
CEN06-3181 LA Museum of the Holocaust

Sep 25 2006 15:59 P.06

Table 4
Project Trip Generation Rates

Museum (per 1,000 square feet) *	
Weekday Daily: [1]	T = 10.14 (A)
Weekday AM Peak Hour: [1]	T = 1.03 (A); I/B = 95%, O/B = 5%
Weekday PM Peak Hour: [1]	T = 1.37 (A); I/B = 22%, O/B = 78%
Sunday Daily: [2]	T = 17.25 (A)
Sunday Peak Hour: [1]	T = 2.33 (A); I/B = 56%, O/B = 44%
City Park - (per acre)	
Weekday Daily:	T = 1.59 (Ac)
Weekday AM Peak Hour: [3]	T = 0.01 (Ac); I/B = 80%, O/B = 20%
Weekday PM Peak Hour: [3]	T = 0.06 (Ac); I/B = 41%, O/B = 59%
Sunday Daily: [3]	T = 4.13 (Ac)
Sunday Peak Hour: [3]	T = 3.6 (Ac); I/B = 47%, O/B = 53%

A = area; Ac = acre;

T = trip ends; I/B = Inbound trips; O/B = Outbound trips

Notes:
[1] Rate derived from empirical data of similar museum uses in the surrounding area.
[2] Sunday daily trip rate based on factor derived from Sunday peak hour trip rate versus weekday PM Peak hour trip rate to multiply weekday daily trip rate.
[3] Weekday AM and PM peak hour rates and Sunday daily and peak hour rates assumed Land Use 412 – County Park rates.

Sources:
Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003, unless otherwise noted.
* Derived from empirical data obtained from similar museum uses in the surrounding area.

Table 5
Project Trip Generation

	Weekday							Sunday			
		AM Peak Hour			PM Peak Hour				Peak Hour		
Use/Description	Daily	I/B	O/B	Total	I/B	O/B	Total	Daily	I/B	O/B	Total
Proposed Use											
Museum 8,375 sq. ft.	85	9	0	9	2	9	11	144	11	9	20
Less existing Use											
City park 0.46 acre	1	0	0	0	0	0	0	2	1	1	2
Net Increase	84	9	0	9	2	9	11	142	10	8	18

Sep 25 2006 15:59 P.07

Letter No. 3

Mike Bagheri, Transportation Engineer
City of Los Angeles
Department of Transportation
September 21, 2006

Response 3-1:

This comment indicates that the City of Los Angeles Department of Transportation (LADOT) has evaluated the IS/MND for the proposed project. This comment restates and verifies the findings and conclusions of the IS/MND and the adequacy of the traffic analysis. Therefore ,the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Response 3-2:

The commenter is referred to Response 3-1 with respect to the traffic analysis.

Response 3-3:

The commenter is referred to Response 3-1 with respect to the traffic analysis.

Response 3-4:

This comment indicates that a construction work site traffic control plan needs to be submitted to the LADOT for review and approval. The plan should include the location of any roadway or sidewalk closures, traffic detours signs, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. Prior to any project-related construction work in any portion of a public right-of-way, a work site traffic control plan will be obtained from the LADOT. All standard procedures associated with such work will be adhered to during project construction activities. Furthermore, construction work hours will be restricted to the times and days permitted in the LAMC. These requirements have been added to Section 15(a), on page IV-64 of the Final IS/MND.

Response 3-5:

This comment indicates that highway dedication and street widening may be required for the street fronting the proposed project. The proposed site plans illustrated in the IS/MND are conceptual at this stage and have not been subject to Site Plan Review. The proposed project will be required to comply with the highway dedication and street widening requirements. These requirements will be confirmed through the Bureau of Engineering Land Development Group building permit approval process. These requirements have been added to Section 15(a), on page IV-74 of the Final IS/MND.

Response 3-6:

This comment indicates that the number of required parking spaces on site should be verified with the Department of Building and Safety. The commenter is referred to Question 15(f) in Section IV, Environmental Impact Analysis, which states the following:

> *According to Section 12.21.A4 of the LAMC, approximately 15 parking spaces would be required for the proposed project. However, the proposed project would provide 25 spaces, which are 10 more than required. Therefore, no impact would occur with respect to parking capacity.*

Furthermore, the number of required parking spaces will be reviewed by the Department of Building and Safety during the Plan Check approval process.

Response 3-7:

The driveway access and circulation will be coordinated with the LADOT's Citywide Planning Coordination Section, as applicable, upon approval of the project. These requirements have been added to Section 15(a), on page IV-81 of the Final IS/MND.

A. F. Gilmore COMPANY

September 22, 2006

via FAX and U.S. Mail

Mr. David Attaway
City of Los Angeles
Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: The Mitigated Negative Declaration for the Pan Pacific Park – Los Angeles Holocaust Monument and Museum Project (MND-RP-579-06)

Dear Mr. Attaway:

This letter is to ensure that you have accurate information regarding a 139,200 square foot self-storage and parking project at 111 S. The Grove Drive. We were surprised and concerned to see that our project was not listed on Table II-1 (pages II-9 and II-10 of the Mitigate Negative Declaration report) because the City approved our project (Case No. CPC 2004-1906 ZC GPA CU) – see attached site plan – in the spring of 2005.

In that our project information was missing from the report on the museum project, I wanted to be sure that we provided you with information about it as the site is immediately adjacent to the proposed museum project and we expect to begin construction in the spring of 2007 and complete the project in the fall of 2008.

4-1

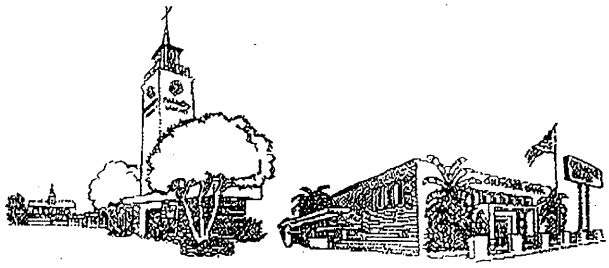
Therefore, it will be critical that construction vehicle access to and egress from the projects' respective construction sites, and that work on (e.g. curb cuts) and in (e.g. storm drain, sewer connections, gas, water, etc.) The Grove Drive is closely coordinated. This will help to limit construction noise, and help to minimize disruption to traffic on The Grove Drive and in the neighborhood.

4-2

In addition to providing you the above information, after reviewing the August 24, 2006 "Draft Initial Study/Mitigate Negative Declaration for the Los Angeles Museum of the Holocaust Project" we have several questions that we would appreciate being addressed in the final version of the report.

1. An iron fence surrounds the current Holocaust monument but the project rendering on page II-13 of the report does not indicate that this fence or a similar replacement fence will exist. Is this accurate? If not, will the existing monument be fenced and the museum roof/grounds be open to the public?

4-3



2. Will the below grade parking spaces (25 spaces/the report) be available every day for public parking even though the museum is not planned to be open every day? 4-4

3. Will there be a new left turn pocket on the inside, southbound lane of The Grove Drive to accommodate vehicles turning left (east) into the parking structure and a new right turn pocket along the curb of northbound The Grove Drive? 4-5

4. Will exiting from the below grade parking garage be limited to a right turn only so as not to impede traffic flow on The Grove Drive. 4-6

5. A "bus turnout" is briefly discussed on page IV-89 of the report. However, there is no drawing indicating where the turnout will be located, the number of busses it will accommodate and whether or not the turnout is for drop-off and pick-up only or if busses will be permitted to park for long periods of time. 4-7

   This information is important because of:
   a. its potential impact on vehicle flow on The Grove drive; and
   b. we have many tour busses visit the Farmers Market and The Grove each day and they may want to use the bus turnout being suggested for the museum, and/or busses visiting the museum may want to use the bus parking areas we make available to our visitors.

6. Will sidewalks, north to Beverly and south the 3rd Street, be created (none exist now) on the east side of The Grove Drive to accommodate pedestrian traffic? 4-8

7. Several large pine trees on the western border of the park will, undoubtedly, need removed to accommodate the excavation and construction. Will they be boxed and replanted in the same area or will they simply be removed and new, smaller trees planted as replacements? 4-9

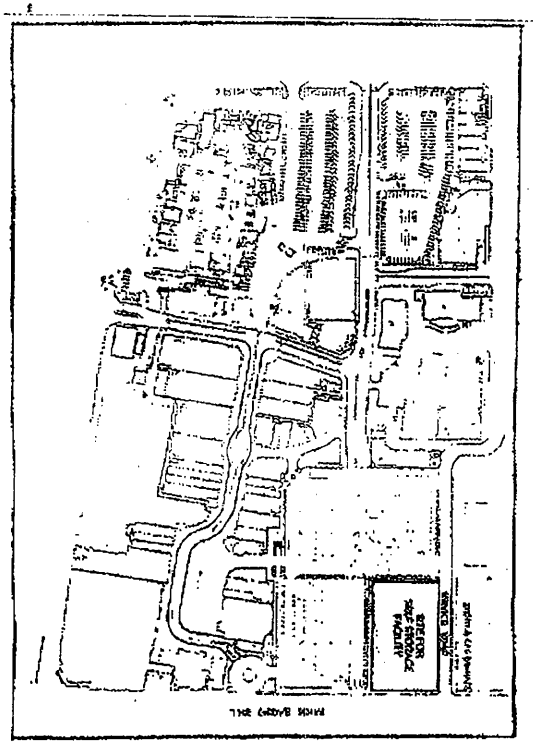
8. During construction, it will be important that the contractor(s) working on the museum project clean, regularly, The Grove Drive, as it is one of the primary accesses to The Grove and the Farmers Market, and because this relatively new through street between 3rd Street and Beverly is heavily used. 4-10

I would appreciate hearing back from you on how our questions will be addressed and I would request that we receive copies of all future mailings regarding the project. Please use me as the contract for the A.F. Gilmore Company.

Sincerely,

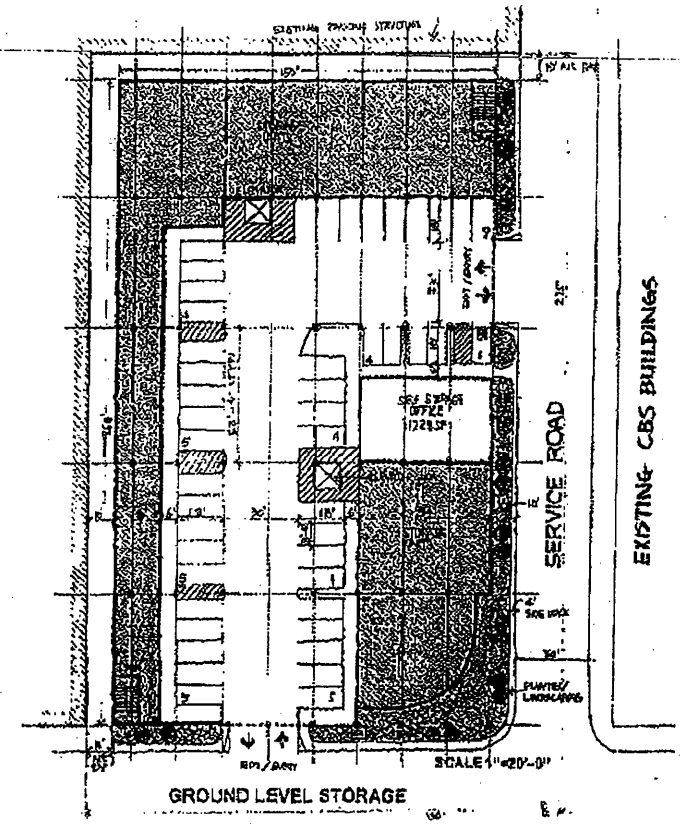
Mark Panatier

cc: Hank Hilty, President – A.F. Gilmore Company
The Honorable Tom Labonge, Councilman District 4
Rachel Jagoda Lithgow, Executive Director – Los Angeles Museum of the Holocaust
Allan Abshez, Counsel – Irell & Manella



SCALE 1"=120'-0"

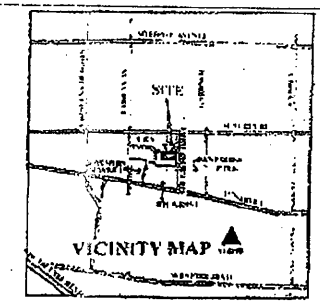
KEY PLAN



GROUND LEVEL STORAGE

THE GROVE DRIVE

PAN PACIFIC PARK



PROJECT DATA

ADDRESS:	115 THE GROVE DRIVE LOS ANGELES, CALIFORNIA
SITE AREA:	52,216 SQ. FT.

BUILDING DATA	FLOOR AREA
SELF STORAGE OFFICE:	1,728 SQ. FT.
FIRST LEVEL STORAGE AREA:	52,216 SQ. FT.
SECOND LEVEL STORAGE AREA:	39,488 SQ. FT.
THIRD LEVEL STORAGE AREA:	39,768 SQ. FT.
FOURTH LEVEL STORAGE AREA:	39,488 SQ. FT.
SEVENTH LEVEL STORAGE AREA:	4,968 SQ. FT.
TOTAL:	197,624 SQ. FT.

STORAGE PARKING	
REQUIRED PARKING:	
1 PER 500 SQ. FT. FOR FIRST 10,000 SQ. FT.:	20 SPACES
1 PER 2,500 SQ. FT. BEYOND 10,000 SQ. FT.:	25 SPACES
TOTAL:	45 SPACES
PARKING PROVIDED:	
FIRST LEVEL:	45 SPACES
SURPLUS PARKING	
FIFTH LEVEL:	67 SPACES
SIXTH LEVEL:	64 SPACES
SEVENTH LEVEL:	67 SPACES
EIGHTH LEVEL:	67 SPACES
TOTAL:	305 SPACES

FIRE CONCEPTUAL PLAN WAS BASED ON DATA PROVIDED TO JORDAN ARCHITECTS AND IS SUBJECT TO VERIFICATION BY CIVIL, LEGAL, SURVEY, AND ZONING ADVISORS. ALL DIMENSIONS AND SITE CONDITIONS SHALL BE FIELD VERIFIED.

NORTH

A. F. GILMORE COMPANY

FARMERS MARKET SELF STORAGE

LOS ANGELES, CALIFORNIA

CONCEPTUAL SITE PLAN

JOB NUMBER: 04-000
SCALE: AS NOTED
DATE: 09/14/06

jordan

Letter No. 4

Mark Panatier
A.F. Gilmore Company
6301 West 3rd Street
Los Angeles, California 90036
September 22, 2006

Response 4-1:

The comment refers to the exclusion of a nearby project at 111 South The Grove Drive on the list of related projects in the IS/MND. In preparing the Related Projects list, the traffic consultant checked the project lists maintained by the City Planning Department and Department of Transportation, as well as the Los Angeles Unified School District to identify related projects in the vicinity of the proposed project that could contribute to cumulative impacts, as is the standard practice in the City of Los Angeles. For unknown reasons, the project cited by the commenter was not reflected in any of these sources. However, the Related Projects list as presented in the Draft Initial Study is conservative in that it may include projects that will be built outside the time frame of the proposed project or may never be built at all, yet are still reflected in the analysis. In addition, ambient growth factors, such as that which is used in the traffic study, which is part of this IS/MND, are utilized to account for traffic from these projects or projects that may not have been included in the Related Projects list.

Furthermore, all of the proposed museum traffic impacts are less than one percent, which is the smallest percentage that is considered significant at any level of cumulative traffic. Therefore, the increase in cumulative traffic from any related projects inadvertently excluded from the Related Projects list would not change the study conclusion that proposed project traffic impacts are less than significant under City criterion.

Response 4-2:

This comment addresses the coordination of project-related construction traffic. The Project Applicant will prepare a traffic control plan for review and approval by LADOT. The traffic control plan will not include any lane closures or off-site construction staging areas. Any use of City of Los Angeles public roadways for construction purposes requires a Street Use Permit. The Department of Public Works, Street Service Bureau, is responsible for issuing Street Use Permits and ensuring coordination. These requirements have been added to Section 15(a), on page IV-64 of the Final IS/MND.

Response 4-3:

This comment addresses fencing of the existing monument and public access to the rooftop of the proposed museum. As shown in Figure II-8, Architectural Rendering, the existing fence surrounding the Holocaust Monument would be removed as part of the proposed project and the grass-covered rooftop on the proposed museum would be accessible to the public, providing similar passive recreational

opportunities as currently exist at the project site. The proposed museum is designed to maintain the integrity of the existing Holocaust Monument while providing adequate security. Issues of project design compatibility with the surrounding park features will be addressed during the review and approval of project plans by the Los Angeles Cultural Affairs Department prior to the issuance of a building permit.

Response 4-4:

This comment inquires whether the proposed 25 parking spaces provided as part of the proposed museum would be available to the public daily. As discussed in Response 3-6, approximately 15 parking spaces would be required for the proposed project, however, the proposed project would provide 25 spaces. The 10 additional spaces could potentially increase parking supply for Pan Pacific Park. The availability of these spaces for use by park patrons will be coordinated with the LADRP.

Response 4-5:

This comment addresses street improvements associated with access to the proposed museum. The detailed design of the project driveway, including any improvements within the public right-of-way, must be approved by the LADOT. Based upon a review of the anticipated project and cumulative traffic volumes, and consideration of any secondary impacts such as parking removals, the LADOT will require appropriate driveway and public roadway improvement designs.

Response 4-6:

This comment addresses exiting the proposed parking garage. The traffic study, which was approved by the LADOT, assumed that both left and right turns could be made by vehicles exiting the project driveway. It should be noted that queues of exiting vehicles will occur on the driveway within the project site and, thus, not impact traffic flows within the public street right-of-way.

Response 4-7:

This comment addresses the proposed bus turn-out. A bus loading and unloading zone would be established between the proposed museum site location and the existing spill way and trellis. This area will be large enough for two school busses back to back to enter, drop-off, wait for students, and pick-up. A new, city-approved, 5 foot sidewalk from the bus loading and unloading zone to the Post Office is also proposed.

Response 4-8:

This comment inquires whether sidewalks will be provided along the eastern front of The Grove Drive between Beverly Boulevard and 3rd Street. Pedestrian linkage to and from 3rd Street and Beverly Drive will be provided. However, to accommodate pedestrian traffic, the pedestrian paths may be routed through the park area rather than along The Grove Drive. Thus, the proposed project would not provide a new sidewalk along The Grove Drive.

Response 4-9:

This comment inquires whether the existing ornamental trees would be replanted in the same area as they are currently located with development of the proposed museum. The existing ornamental trees would be removed during project construction activities and replaced with other appropriate ornamental trees at a minimum 1:1 ratio as part of the new landscaping for the proposed museum, pursuant to the City of Los Angeles Landscape Ordinance 170,978 and subject to approval by the City of Los Angeles Department of Recreation and Parks.

Response 4-10:

This comment requests that The Grove Drive be kept clean during construction. As discussed in Question 3(b) in Section IV, Environmental Impact Analysis, pursuant to SCAQMD Rule 403, several measures have been identified to minimize fugitive dust construction emissions. Implementation of these measures would also serve to keep the area surrounding the project site relatively free of soil resulting from grading and excavation activities. The commenter is referred to Question 3(b) in Section IV, Environmental Impact Analysis, which states the following:

1. *Soil stabilizers shall be applied to inactive construction areas.*
2. *Ground cover in disturbed areas shall be quickly replaced.*
3. *Exposed surfaces shall be watered twice daily.*
4. *All unpaved haul roads shall be watered twice daily.*
5. *All stock piles of debris, dirt, or rusty materials shall be covered with a tarp.*
6. *Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).*

In addition, as discussed in Question 8(a) in Section IV, Environmental Impact Analysis, the proposed construction activities would require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential grading and excavation impacts. The proposed project would also comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code (LAMC), which addresses grading, excavations, and fills. Compliance with these requirements would further ensure that soil and other construction materials are contained primarily onsite.

BEVERLY-WILSHIRE HOMES ASSOCIATION, INC.

A NON-PROFIT CORPORATION DEDICATED TO COMMUNITY IMPROVEMENT AND LOWER PROPERTY TAXES

8443 West Fourth Street ● Los Angeles, CA 90048-4101 ● Phone 323/653-6254 & 323/653-5357 e-mail TheBWHA2@AOL.COM

September 4, 2006

David Attaway
City of Los Angeles Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, Ca. 90017

Dear Mr. Attaway:

RE: PAN PACIFIC PARK-LOS ANGELES HOLOCAUST MONUMENT AND MUSEUM PROJECT - NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND-RF-579-06)

The Beverly Wilshire Homes Association who represent the residents to live surrounding Pan Pacific Park are demanding that a full Environmental Impact Report be done on this project. 5-1

1. This is a water retention basin. The impact of a structure being built underground must be studied fully as to its affect on the surrounding community. This water retention basin must be studied in depth. 5-2

2. This is a serious Methane Gas area. The effects of building a building, covering over the grass that allows the gas to escape must be studied in great depth as to its affect on the surrounding community. Remember we have already had Methane Gas explosions in this area. 5-3

3. Traffic is horrendous in this area with the Farmer's Market/Grove being across the street from the Pan Pacific Park. An in depth study must be done as to how this museum with all its bused and additional cars will affect this community. We already have over 300,000 cars a day coming into the community. This will without a doubt adversely affect our community. 5-4

4. We have a tremendous short fall in parking in the area and in the park. The affect of virtually no available parking must be studied in depth. 5-5

5. A haul route must be studied and disclosed. 5-6

6. Engineering of this building and how they propose to build it must be studied in great depth. Since this is not only a methane gas area and water retention basin we must know how they propose to build this museum. 5-7

7. Shade and shadow in the park must be studied. 5-8

BEVERLY-WILSHIRE HOMES ASSOCIATION, INC.

A NON-PROFIT CORPORATION DEDICATED TO COMMUNITY IMPROVEMENT AND LOWER PROPERTY TAXES

8443 West Fourth Street ● Los Angeles, CA 90048-4101 ● Phone 323/653-6254 & 323/653-5357 e-mail TheBWHA2@AOL.COM

8. The impact of trucks queuing up along 3rd street and Grove Drive during building and its impact on the community who is already suffering from traffic tie ups and too much traffic in our area must be studied in great depth. 5-9

Am sure that there are many, many, more issues that need to be studied in depth by an EIR that I have not listed.

Building a museum in Pan Pacific Park is a very bad idea and one that the community does not support. Building a museum without a full Environmental Impact Report is unconscionable and illegal. Therefore we are demanding a full EIR before a shovel full of dirt is turned over. 5-10

WE DEMAND A FULL EIR.

Sincerely,

BEVERLY WILSHIRE HOMES ASSOCIATION

Diana Plotkin
President

Letter No. 5

Diana Plotkin, President
Beverly-Wilshire Homes Association, Inc.
8443 West Fourth Street
Los Angeles, California 90048
September 4, 2006

Response 5-1:

This commenter requests that an EIR be prepared for the proposed project. However, the Lead Agency under CEQA, the City of Los Angeles Department of Recreation and Parks, has determined that the preparation of an IS/MND is in compliance with CEQA and adequate to address the potential environmental effects of the proposed project. Section 15070(b)(1) of the State CEQA Guidelines states that an MND shall be prepared for a project subject to CEQA when:

> *(b) The initial study identifies potentially significant effects, but:*
>
> *(1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
>
> *(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*

As discussed in Question 17 in Section IV, Environmental Impact Analysis, the environmental analysis prepared for the proposed project found that all potential environmental effects associated with the proposed project could be mitigated to a less-than-significant level. Therefore, an EIR is not warranted or required for consideration or approval of the proposed project.

Response 5-2:

This comment requests that the effects of placing the proposed museum within a water detention basin on the surrounding community be studied. As stated in Question 8(d) in Section IV, Environmental Impact Analysis, it is anticipated that site drainage patterns would remain similar to existing conditions. In addition, the City of Los Angeles Bureau of Engineering would review the design of the proposed project, prior to issuance of grading permits to ensure that the development of the proposed museum would not decrease the overall capacity of the Pan Pacific Park flood detention basin.

Response 5-3:

This comment requests that the effects of placing the proposed museum in a methane zone be investigated. As discussed in Question 7(b) in Section IV, Environmental Impact Analysis, the proposed

project would be required to comply with the City of Los Angeles Department of Building and Safety Methane Ordinance. The commenter is referred to Question 7(b) in Section IV, Environmental Impact Analysis, which states the following:

> *The project site is located within a methane gas zone and, thus, methane gas may be present or may potentially be present in the future in the subsurface beneath the project site. In accordance with the City of Los Angeles Department of Building and Safety (LADBS) Methane Ordinance (the "Ordinance"), the proposed project would be required to conduct further subsurface investigation to determine the extent of methane beneath the proposed structure, and to develop an appropriate methane mitigation plan. Pursuant to the Ordinance, the LADBS has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone, as established under Sections 91.7101 et seq. of the LAMC. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation systems. The Ordinance applies to all new buildings and paved areas located within a Methane Zone or Methane Buffer Zone. Accordingly, the project applicant would be required to complete a detailed methane report to document the potential for methane hazards and prescribe specific Methane Mitigation Standards to reduce potential methane hazards to a less-than-significant level. With submission and approval of an appropriate methane mitigation plan, impacts associated with methane gas would be less than significant.*

Response 5-4:

This comment refers to the amount of existing traffic in the project area and requests a study of project-generated traffic. The traffic analysis for the proposed project is based upon the Traffic Impact Report for the Proposed Los Angles Museum of the Holocaust at 7600 Beverly Boulevard in the City of Los Angeles, California, prepared by Crain & Associates, June 2006. A copy of this report is included as Appendix D to this IS/MND. The commenter is referred Question 15(a) in Section IV, Environmental Impact Analysis, which states the following:

> *As shown in Table IV-20, CMA and LOS Summary for Future (2010) Traffic Conditions – Without and With Project, during weekdays all three study intersections would continue to operate at acceptable levels of service (LOS A to D) in the future year 2010, both with and without project implementation. During the Sunday mid-day peak hour, study intersections No.2: The Grove Parking Structure Driveway and The Grove Drive, and No.3: 3rd Street and The Grove Drive would continue to operate at acceptable levels of service, both without and with project. Study intersection No.1: Beverly Boulevard and Stanley Avenue would operate at LOS E during Sunday mid-day peak hour. Based on these criteria and as shown above in Table IV-19, the proposed project is not anticipated to significantly impact any of the three study intersections during any peak hour.*

In addition, the conclusions of the proposed project's traffic study methodology and conclusions have been verified by the LADOT. See also Letter No. 3.

Response 5-5:

This comment states that there is inadequate parking in the project area. The commenter is referred to Response 3-6 with respect to proposed parking provisions and to Response 4-3 with respect to the potential use of museum parking for park patrons.

Response 5-6:

This comment requests that a haul route for the proposed project be studied and disclosed. The Project Applicant will prepare a traffic control plan for review and approval by LADOT. A permit for a construction haul route will require City approval. Please also refer to Response 3-4 and page IV-64 of the Final IS/MND.

Response 5-7:

This comment addresses construction of the proposed museum and potential environmental hazards. The commenter is referred to Response 5-2 with respect to flood hazards and Response 5-3 with respect to methane hazards. In addition, the proposed project would be subject to the City of Los Angeles Uniform Building Code, which includes building requirements appropriate for site-specific conditions. Further, the City Building and Safety Department would review site plans for the proposed museum prior to the issuance of a building permit.

Response 5-8:

This comment requests that shade and shadow impacts be studied. In accordance with the Draft L.A. CEQA Thresholds Guide, a shadow study need only be conducted if a project includes "light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast."[1] As discussed in Question 1(c) in Section IV, Environmental Impact Analysis, the majority of the proposed museum would be constructed belowground with building heights extending no more than roughly 10 feet above street level. Therefore, no shadow study is necessary.

Response 5-9:

This comment addresses the queuing of trucks along 3rd Street and The Grove Drive during construction of the proposed project. The Project Applicant will prepare a traffic control plan for review and approval by LADOT. The traffic control plan will not include any lane closures or off-site construction staging

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[1] *City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998, page L.3-1.*

areas. Construction employee parking will be included as part of the traffic control plan. Any use of City of Los Angeles public roadways for construction purposes requires a Street Use Permit. The Department of Public Works, Street Service Bureau, is responsible for issuing Street Use Permits and ensuring coordination. Please also refer to Response 3-4 and page IV-64 of the Final IS/MND.

Response 5-10:

This commenter requests that an EIR be prepared for the proposed project. The commenter is referred to Response 5-1.

LOS ANGELES DEPARTMENT OF RECREATION & PARKS
PAN PACIFIC PARK RECREATION COMPLEX
7600 BEVERLY BOULEVARD, LOS ANGELES, CA 90036 PARK ADVISORY BOARD

September 25, 2006

David Attaway
Los Angeles Department of Recreation & Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017
Fax: 213.928.9180

Re: MITIGATE NEGATIVE DECLARATION (MND-RP-579-06)

Dear Mr. Attaway:

The Pan Pacific Park Advisory Board submits this letter to document for the public record, our position regarding MND-RP-579-06 (hereinafter referred to as the MND).

After careful review of the MND, a public meeting on the MND and community discussions with neighbors of the park we are formally declaring our demand for a full environment impact report (EIR) for the proposed project.

We are on the public record as having voted unanimously against this project and our position remains the same. In fact, the proposed MND only furthers our concerns regarding this project.

Several areas of the MND have not been adequately investigated. Among these are potential environmental hazards, impact on police & fire department resources and most importantly the impact upon the park itself.

6-1

In its assessment of potential environmental hazards, the consultant, retained by the projects proponents, made a very limited investigation of the site and surrounding sites.

Enviropro's tour of the site was not conducted with park officials, nor with any informed and objective individuals, but with a representative of the museum group! That individual, the Director of the Museum, informed Enviropro's investigator that the park staff did not wish to be interviewed, so they did not speak with the park staff.

THE PARK STAFF WAS NEVER CONTACTED BY ENVIROPRO NOR THE MUSEUM DIRECTOR OR ANY REPRESENTATIVE THEREOF REGARDING PARTICIPATING IN THIS PROCESS. This misrepresentation in the report resulted in the denial of our right to be involved in the reporting process. It was not accidental.

6-2

Had there been an earnest desire to accurately record the staffs interest or positions Enviropro's representatives could simply have walked to the office and spoken to the Director or any staff member that day. Instead, they followed the directions of the museum director which clearly creates a conflict of interest in the preparing of this report. As a direct result, the museum director informed their "investigator" that there are no known environmental issues in the park. The "investigator" investigated no further. It is common knowledge that the park spent a million dollars removing toxic soil from the park grounds when the new gym was built a few years ago. That significant environmental issue is not mentioned anywhere in the report!

Furthermore, before the new gym facility was built, or the Grove, the new library and the new senior center ALL had EIR's completed prior to construction. In all cases the history of the area's soil , oil contamination and Methane gas deposits were fervently reviewed, discussed and explored. And none of those projects involved subterranean parking as this museum project requires. An EIR is definitely required in order to protect this community and this park. 6-3

Additionally, to not do a full EIR in the area's only Flood Zone is inherently dangerous. Tons of soil, probably contaminated, will be moved from it natural position and redistributed. It is irresponsible for us to not understand the full impact of such actions upon the stability of the reformatted land and the flood zone. Especially in the earthquake territory in which we live. 6-4

Regarding impact on police and fire, the report makes no mention of the potential for terrorist threats against the museum and the park and its patrons at large. All organizations have been forced to confront increased dangers post 9/11. However, the police and fire departments only considered the size of the project, not the type of museum when determining potential police and fire department needs. We must not ignore the increased danger of placing this type of museum in a park that serves large numbers of children and families. The museum's current plan is for one on site security guard. Clearly this is not enough to protect against any type of security threat. 6-5

The MND seriously understates the museums impact on the park due to the increase in park use by museum patrons and disruptions during construction. The Recreation and Parks Department states that the city ratio of parks to people is 4 acres per 1,000 people. The Wilshire plan indicates that our area's ratio is only .23 acres per 1,000 people. To take away, rather, to "give away" another acre severely impacts this community access to park space even further and diminishes the quality of life for all park patrons.

The museum uses the figure of 10,000 patrons per year in the report. Clearly inaccurate and woefully self serving. With only two groups of sixty (60) students per day, the museum would actually add 30,000 additional visitors to the park per year. Each of those groups will finish their tours, stay to eat lunch and play in the park. The museum cannot "mitigate" the addition of 30,000 people per year simply by adding a few picnic tables and installing a sidewalk running from the museum to the tour bus parking. What of the huge increase in the resulting trash and the damage done to the little existing grass we currently struggle to maintain? Certainly there are attendant costs to additional staffing and trash collecting that will result. 6-6

Without further measures, we should expect to see a severe negative impact on the park. The MND is silent on these matters which further requires a full EIR to address these issues.

Finally, construction is estimated at 18 months. Yet, there is no discussion in the report regarding staging, lane closures or park closures. The park needs to function, the community needs to continue to live and thrive throughout the proposed construction phase. Yet no plan of how that is to happen is proposed. 6-7

In closing, we demand that any project that goes forward in Pan Pacific Park, be looked at thoroughly and honestly to ensure that the full impact on the community is recognized. An EIR will insure that all factors of safety are fully examined and any attempts at mitigation of those concerns are accurately and legally addressed. 6-8

This MND, paid for and prepared by museum proponents, does not mitigate the concerns of this board which represents the park community and its patrons. Only a full Environmental Impact Report will do.

Submitted on behalf of the Pan Pacific Advisory Board.

Sincerely,

Reginald Turner, President
Pan Pacific Advisory Board

Sep 25 2006 17:15 P.06

Letter No. 6

Reginald Turner, President
Pan Pacific Advisory Board
Los Angeles Department of Recreation and Parks
7600 Beverly Boulevard
Los Angeles, California 90036
September 25, 2006

Response 6-1:

This commenter requests that an EIR be prepared for the proposed project. The commenter is referred to Response 5-1.

Response 6-2:

The Phase I Environmental Assessment Report (included as Appendix C) was prepared in conformance with ASTM Practice E 1527-00. Interviews are only one component of the research conducted for the Phase I Environmental Site Assessment. In addition to interviews, the following research was conducted:

- Database search through Environmental Data Resources per ASTM requirements;
- Correspondence with the City of Los Angeles Fire Department, Los Angeles County Department of Public Works, California Regional Water Quality Control Board Los Angeles Region, Los Angeles Department of Health Services, and California Environmental Protection Agency Department of Toxic Substances Control;
- Groundwater well information;
- Review of historical and current aerial photographs;
- Review of historical fire insurance maps;
- Review of maps from the California Division of Oil and Gas;
- Review of historical topographic maps; and
- Site reconnaissance.

Pan Pacific Park was formerly a part of the Salt Lake Oil Field, where oil production activities occurred from the early 1920's until 1935. During grading work for the construction of the Pan Pacific Recreation Center and other park improvements in 2000 and 2001—a project site that was approximately 8 acres—pockets of crude oil were encountered at shallow depths (4-5 feet below ground surface). This soil contamination originated from oil wells and mud drilling sumps that once existed on the project site.

Consequently, Phase I and Phase II environmental site assessments and a health risk assessment were conducted to further evaluate the extent of soil contamination (*Preliminary Environmental Site Assessment-Phase I, Subsurface Site Assessment-Phase II, Health Risk Assessment, Pan Pacific Park Recreation Center*, California Environmental, February 2002). The results from this effort led to the implementation of soil remediation measures, thereby enabling the project to be successfully completed.

The commenter suggests that since soil contamination was encountered during the recreation center project, then soil contamination may be present on the proposed museum site. This is certainly possible, but soil contamination is typically associated with the past and present uses of a particular site. With respect to the proposed museum project site, the California Environmental report shows that no oil wells were located on or near the site (See Figure VI-1). This is consistent with the findings of the Phase I Environmental Site Assessment, which documented, through aerial photographs and Sanborn map information extending back to the time frame when oil drilling activities were occurring in this area, that no uses likely to cause soil contamination have ever been located on the project site. Because this analysis extended back to the time that the project site was undeveloped, the analysis correctly concludes that the potential for encountering soil contamination on the project site is low. Nonetheless, the Initial Study has been revised to require work stoppage in the event that contaminated soils are discovered (see Response No. 2-1).

Potential contamination due to naturally occurring methane is addressed in Question 7(b) in Section IV, Environmental Impact Analysis. In addition, the discussion in Question 7(b) has been clarified to address other currently unknown potential soil contamination in the area in response to the concerns raised in Comment 2-1 and in this comment. In addition, in conducting soil testing as required by existing codes for geotechnical and methane conditions, soil samples will be checked for the presence of soil contamination in order to identify any such conditions prior to commencement of grading. If groundwater is encountered in these samples, appropriate water quality testing will also be conducted.

Response 6-3:

This commenter requests that an EIR be prepared for the proposed project. The commenter is referred to Response 5-1. With respect to potential environmental hazards in the project area, the commenter is referred to Response 5-3 with respect to methane gas as well as Response 2-1 and Response 6-2 with respect to soil contamination.

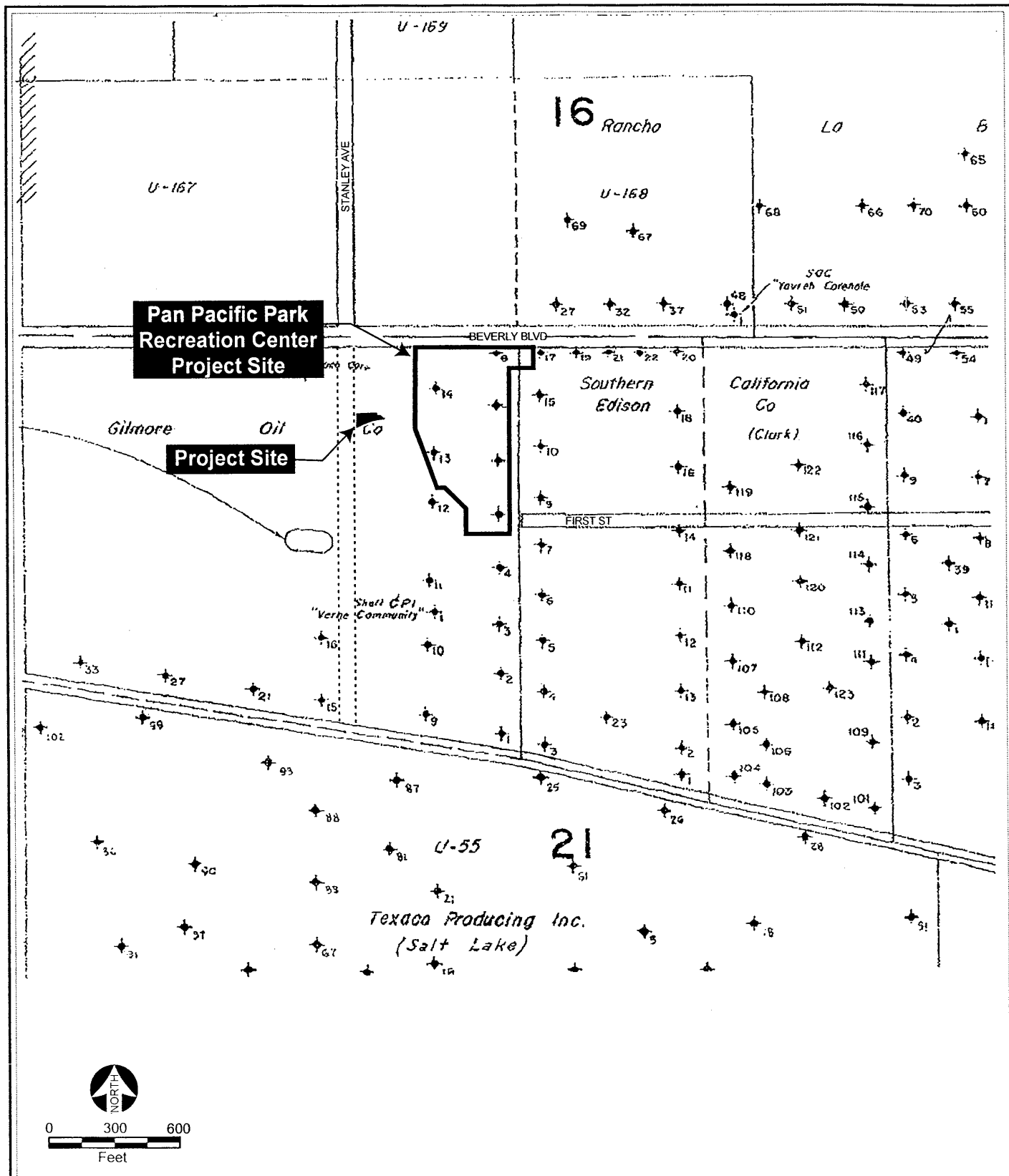
Response 6-4:

This commenter indicates that the project site is within a flood zone. However, the commenter is referred to Question 8(h) in Section IV, Environmental Impact Analysis, which states the following:

> *As shown in Figure IV-1, Los Angeles County Flood Hazard Map, the project site is not within the 100-year flood plain (Zone A). The Los Angeles Flood Hazard Map is based on the Flood Insurance Rate Map (FIRM) and Flood Boundary & Floodway Map (FBFM) issued by Federal Emergency Management Agency (FEMA). Therefore, the proposed*

project would not place structures within a 100-year flood hazard area which would impede or redirect flood flows and no impact would occur.

Moreover, the flood control detention basin located in Pan Pacific Park is a regional flood control facility that is designed to hold the overflow from underground storm drains in the event of a large storm. This would occur when flows from areas north of the park exceed the downstream capacity of the storm drain system, thus causing the water to back up into the detention basin. Flows from the park, including the project site, would constitute a minimal contribution to the total volume of water that would be contained within the detention basin in the event of such a major storm. The proposed project would not affect any of the underground storm drains that pass through Pan Pacific Park.



Source: State of California Department of Conservation Department of Oil & Gas Map 118, February 2002.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure VI-1
Oil Field Map

With respect to the commenter's concerns regarding methane gas and soil contamination, see Response 2-1, Response 5-3, and Response 6-2.

Response 6-5:

This comment expresses a concern regarding a potential risk for terrorism that could be created by the museum and inquires as to whether the City of Los Angeles Fire Department (LAFD) and the City of Los Angeles Police Department (LAPD) are aware of the type of museum proposed. Written correspondence from the LAFD and the LAPD (see Appendix A) indicates that both agencies are aware of the type of the museum proposed (i.e., Holocaust Museum). The information provided and included in Section IV, Environmental Impact Analysis incorporates the information provided in the LAFD and LAPD correspondence. Neither the LAFD nor the LAPD have indicated that additional measures are needed to protect the museum against a terrorist threat. Nonetheless, both the LAFD and the LAPD will have the opportunity to review the site plans and require additional security measures, if needed, prior to the issuance of a building permit. Project plans would include security design features appropriate for the type of facility proposed.

Response 6-6:

This comment refers to impacts on Pan Pacific Park during construction and operation of the proposed project. The project site would not be available for recreational use during project construction, a time period of roughly 18 months. This would constitute a temporary short-term effect and recreational use of the project site would recommence upon completion of the proposed project's construction phase. Existing park land would not be required for staging of construction equipment. The commenter is referred to Question 13(d) in Section IV, Environmental Impact Analysis, which states:

> *Further, the proposed museum's grass-covered roof would form a contiguous surface between the ground and the roof; maintaining similar amounts of green space as under existing conditions. The roof would be constructed to accommodate continued pedestrian activity typical of existing park uses and no substantial loss of usable parkland would occur. Coordination with the LADRP in combination with the proposed off-site improvements would result in a less-than-significant impact on recreation and park facilities.*

The commenter also suggests that up to 30,000 additional persons would visit the park after the proposed project is completed. This suggestion is highly speculative. Patronage of the existing museum is presently 5,000 to 10,000 per year (Draft Initial Study, page IV.57), comprised primarily of school related groups. The existing museum site is not constrained with respect to access and capacity. Since the patronage base for the relocated museum is expected to be comprised primarily of the same groups as presently visit the museum, a substantial increase in patronage is not expected. Therefore the analysis in the Initial Study was based on the higher end of the existing patronage. To the extent that patronage rises because of the location of the proposed museum in Pan Pacific Park, most of that increase would be expected to reflect people already visiting the park who decide to visit a new facility within the park.

These patrons would not reflect an increase in park patronage. Moreover, even at the daily patronage level suggested by the commenter (120 per day), Pan Pacific Park is one of the largest community parks in the City (approximately 32 acres) and can easily accommodate this additional activity without disruption to ongoing activities. Some school groups may spend a short time in the park but would be expected to remain together in areas near the museum in order for staff and teachers to maintain control of the groups. The museum would be responsible under terms of the lease for maintenance of the museum site and immediately adjacent areas, including trash collection and removal. The Department of Recreation and Parks would continue to maintain the remainder of the park.

Response 6-7:

This comment addresses construction-related effects of the proposed museum. No portion of the park, other than project site and area immediately adjacent to the bus turn-out, is anticipated to be closed to the public during construction. The commenter is also referred to Response 4-2.

Response 6-8:

This commenter requests that an EIR be prepared for the proposed project. The commenter is referred to Response 5-1.

Comment Letter No. 7

September 25, 2006

Mr. David Attaway
City of Los Angeles Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

RE: Initial Study and Proposed Mitigated Negative Declaration for the Los Angeles Museum of the Holocaust

Dear Mr. Attaway:

I am writing to comment on the MND for the proposed Museum of the Holocaust. I believe there are serious potential environment hazards that are not properly addressed in the report. The report seriously underplays the true impact the museum will have on Pan Pacific Park and the surrounding community, and the compilers of the information for the report relied too heavily on museum staff for information regarding the impact.

7-1

Environmental Hazards

The Phase I Environmental Site Assessment Report is inadequate regarding environmental hazards. There are three main environmental concerns – Water seepage, methane gas, and toxic soils.

The lower portion of Pan Pacific Park is a flood control basin. While the proposed museum is to the north and slightly uphill from the basin, the fact that the museum is partially underground, with subterranean parking, should concern those reviewing the project. However, in Section 8, the report states, without supporting documentation, that the existing storm drain outlets and detention basin will provide the surrounding area with enough protection from any change in drainage due to the construction and operation of the project. This basin was designed to function under a specific set of circumstances, and any alterations to the site, especially underground, require more in-depth analysis than provided in this report.

7-2

The second and third concerns, methane gas and toxic soils, are barely mentioned Enviropro's Phase I Environmental Site Assessment Report, which they conducted at the site of the proposed museum in Pan Pacific Park. While it is widely known that the area was rife with oil wells prior to the 1920's, Enviropro's research regarding historical use (5.4 of the Appendix) at the site begins only in 1928, when the site was a vacant lot, and their other research indicates only that there was one oil well southwest of the site. They list the historical use of the site as a parking lot.

7-3

Regarding toxic soils, Department of Recreation and Parks is acutely aware that there is a great potential for finding toxic soils at the site, as the Department spent one million dollars to remove hazardous soils from the area surrounding the new Pan Pacific Gymnasium building. However, Enviropro is apparently unaware of that fact, as it is never mentioned in its report.

There is an extremely disturbing reason that Enviropro's report does not go far enough to investigate potential issues at the proposed museum site: when they did their on-site inspection of the area, they relied on information provided solely by Ms. Rachel Lithgow, client representative, and did not interview park personnel. Enviropro did not show due diligence in relying on Ms. Lithgow's word regarding concerns at the site. She has a vested interest in seeing the museum project approved, and she had no authority to speak for park personnel.

In Section 6, Site Reconnaissance, and Section 7, Interviews, the report clearly states that Ms. Lithgow represented herself as "the key site person with knowledge of and access to the subject site. No other interviews were performed at that time." (Section 6.1) The report also states that "Ms. Lithgow was the only person interviewed for this assessment. According to her, the property owners/operators of Pan Pacific Park would not agree to complete our environmental questionnaire. Ms. Lithgow did not reveal evidence or suggestions to potential present or historic environmental concerns on site." (Section 7.1)

7-4

This is a serious flaw in the report. Section 2.2, Detailed Scope of Services, states that Enviropro must compile information regarding site history, current environmental concerns and other pertinent environmental concerns. Surely, a prior issue with toxic soils should have been uncovered in even a casual interview with park personnel. In addition, Table 2 in Section 4.3, Site Documentation, shows no previous EIR's, no past Environmental Permits, etc. Obviously, the Phase I Report is incomplete.

Impact on Police and Fire

Regarding impact on police and fire, the report makes no mention of the potential for terrorist threats against the museum and the park at large. All organizations have been forced to confront increased dangers post-9/11; however, the police and fire departments only considered the size of the project, not the type of museum, when determining potential police and fire needs. We must not ignore the increased danger of placing this museum in a park that serves large numbers of children and families. The museum board's current security plans are limited to providing one on-site security guard, and this clearly is not enough.

7-5

Impact on Recreation Services in Pan Pacific Park

The City's standard ratio of neighborhood and community parks to population is four

7-6

acres per 1,000 people, but the Wilshire Plan Area has only .23 acres per 1,000 people. Any parkland is already overused, and losing almost 1/2 acre combined with a huge increase in park use would devastate Pan Pacific's facilities.

Section 14 of the CEQA Checklist is wrong. Item 14a asks, "Would the project increase the use of existing neighborhood facilities such that substantial physical deterioration of the facility would occur or be accelerated?" The report states that there would be a "less than significant impact." That is patently false. LA Rec & Parks states in their letter to PCR Services Corporation that "(t)he facilities in this area with active recreational features are heavily used by residents and additional patrons will greatly impact the existing facilities." The museum lists their current patronage at 10,000 visitors per year. Given the design of the new museum, one could anticipate an average of two school groups per day with 60 children each, five days a week, for fifty weeks during the year. That would bring 30,000 visitors to the park. Most school groups would take the museum tour, eat lunch, and stay to relax and play in the park. The impact, without extreme mitigation measures, would be devastating to the park. Landscaping, play equipment, restrooms, and trash facilities would all be stressed to the limits, and the park would quickly deteriorate. 7-6

The museum proposes only limited upgrades to the park, and those only serve the area directly adjacent to the museum. They want to add picnic tables to a covered area, so museum patrons can eat, and they want to install a sidewalk, so museum patrons can walk from their buses to the museum. These measures are self-serving, and will do nothing to improve conditions for park patrons. Currently, there is no sidewalk running along the west side of the park from Third Street to Beverly, so patrons who choose to take public transit cannot reach the museum from those streets. In addition, people who elect to park at the Grove and walk to the museum, or residents who wish to walk, will be unable to access the museum. The museum has shown no interest in accommodating the neighborhood, or helping prevent the deterioration of the rest of the park. 7-7

Please review the above issues, and I urge you to insist on a thorough, accurate investigation into the potential negative impacts on the community and the park. 7-8

Thank you,

Teresa Feldman
6231 West 6th Street
Los Angeles, CA 90048

323 937-7787

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Letter No. 7

Teresa Feldman
6231 West 6th Street
Los Angeles, California 90048
September 25, 2006

Response 7-1:

This comment addresses the analysis of potential environmental hazards in the IS/MND and the adequacy of the Phase I ESA prepared for the proposed project. The commenter is referred to Response 6-2 with respect to the Phase I ESA. Potential contamination due to naturally occurring methane is addressed in Question 7(b) in Section IV, Environmental Impact Analysis. In addition, the discussion in Question 7(b) has been clarified to address other currently unknown potential soil contamination in the area in response to the concerns raised in Comment 2-1 and in this comment.

Response 7-2:

This comment addresses the potential effects of placing the proposed museum within a water detention basin on the surrounding community. The commenter is referred to Response 5-2.

Response 7-3:

This comment addresses potential environmental hazards related to methane gas and contaminated soils. The commenter is referred to Response 5-3 with respect to methane gas and Response 2-1 with respect to soil contamination.

Response 7-4:

This comment addresses the adequacy of the Phase I ESA and expresses concerns regarding potential soil contamination on the project site. As discussed in Response 2-1 the DTSC has reviewed the IS/MND including the analysis of hazards and hazardous materials onsite. The commenter is referred to Response 6-2 with respect to soil contamination on the surrounding property within Pan Pacific Park. With respect to the adequacy of the Phase I ESA, as stated in Response 6-2, the Phase I ESA was prepared in conformance with current and accepted standards. Also stated in Response 6-2, the Phase I ESA included multiple forms of research, whereby, interviews are only a portion of the research conducted for the project site. In addition, the applicable regulatory agencies were contacted and responses were received and included as Appendix D of the Phase I ESA.

Response 7-5:

This comment expresses a concern regarding a potential risk for terrorism that could be created by the museum and inquires as to whether the LAFD and the LAPD are aware of the type of museum proposed. The commenter is referred to Response 6-5.

Response 7-6:

This comment addresses potential impacts on Pan Pacific Park during operation of the proposed project. The commenter is referred to Response 6-6 with respect to park use.

Response 7-7:

This comment addresses pedestrian access to the proposed museum. The commenter is referred to Response 4-8.

Response 7-8:

This comment does not state a question or concern regarding the adequacy of the analysis contained in the IS/MND for the proposed project. Therefore, a response is not required. The commenter is referred to Responses 7-1 through 7-7 which address specific issues raised in the comment letter.

Comment Letter No. 8

Eleanor Herscher
111 N. Gardner St.
Los Angeles, CA 90036
(323) 933-3768

David Attaway
City of Los Angeles
Dept. of Recreation & Parks
1200 West 7th St., Suite 700
Los Angeles, CA 90017

September 2, 2006

RE: Los Angeles Holocaust Museum Project—Notice of Intent to Adopt a Mitigated Negative Declaration

Mr. Attaway,

As a member of the PAB of Pan Pacific Park and a resident living very close to the Pan Pacific Park, I would like to voice my objection to the Holocaust Museum Project. Pan Pacific Park is filled to capacity from early in the morning until late at night. It is the only GREEN SPACE available in the area. Parking is inadequate and congestion is a daily problem that park patrons and commuters in the area face constantly. 8-1

The Holocaust Museum Project was brought before the Pan Pacific PAB and was unanimously rejected by ALL members of the PAB. The museum is a private museum that wants to use PUBLIC land so that they will not have to pay a monthly rent. The museum is currently open and operating on Wilshire Blvd. The plans call for only 25 parking spaces. This is inadequate. Also, since the hours of operation are during the week and **BY APPOINTMENT**, that could mean any time and any day. On evenings and weekends, park patrons find a parking lot that is full and this impacts the immediate neighbors, since these people park on neighboring streets. This adds to the congestion and noise that residents endure daily. 8-2

Before this project can proceed, we must have an Environmental Impact Report to evaluate the negative impact this project will have on the Pan Pacific Park and the surrounding neighbors. Both the City of Los Angeles and the Department of Recreation and Parks, will be held accountable for railroading this project through without an Environmental Impact Report. It is irresponsible at the very least. 8-3

See you at the meeting this Wednesday, September 6th at the Pan Pacific Park.

Sincerely,

Eleanor Herscher

Eleanor Herscher

Letter No. 8

Eleanor Herscher
111 North Gardner Street
Los Angeles, California 90036
September 2, 2006

Response 8-1:

This comment addresses use of Pan Pacific Park and associated parking and congestion. The commenter is referred to Response 6-6 with respect to park use, Response 5-4 with respect to traffic and Response 5-5 with respect to parking.

Response 8-2:

This comment addresses parking and traffic concerns associated with the proposed project. The commenter is referred to Response 5-4 with respect to traffic and Response 5-5 with respect to parking. This comment also refers to the proposed museum's hours of operation, which includes "by appointment only on Sundays." Such appointments should not be made on other days. The commenter is referred to Section II, Project Description, which states:

> *Upon completion, the proposed project would operate under similar conditions as the existing LAMH. Hours of operation would be from 10:00 AM to 4:00 PM Monday through Thursday, from 10:00 AM to 2:00 PM on Fridays, and by appointment only on Sundays.*

Response 8-3:

This commenter requests that an EIR be prepared for the proposed project. The commenter is referred to Response 5-1.

Comment Letter No. 9

Toby M. Horn
146 South Fuller Avenue
Los Angeles, CA 90036
(323) 934-5611

David Attaway,
City of Los Angeles Dept. of Recreation and Parks
1200 W. 7th St., Suite 700
Los Angeles California 90017

RE: Pan Pacific Park

Dear Mr. Attaway:

I strongly protest the proposed construction of the Holocaust Museum in Pan Pacific Park (PPP) for the following reasons:

1. The use of public park space and land for a private institution violates the public's trust. 9-1
2. The surrounding historic neighborhood is already severely impacted by traffic burdens placed upon it by the neighboring Grove, Farmer's Market, and the soon to be constructed Beverly Connection. Residents living in this area are already held captive by unending streams of traffic on Beverly and Third Streets, and by parking for adjacent restaurants and businesses whose customers clog our cramped streets with their vehicles. 9-2
3. This Wilshire area is park poor, and any reduction of space to the already overused PPP will impact those members of the community who rely and enjoy the park for recreation and respite. 9-3

I realize you are under pressure by two adjoining Council offices, but I will appreciate it if please take my comments into consideration.

Very truly yours,

Toby M. Horn Toby M Horn 9/3/06

c: Diana Plotkin, Chair
Beverly Wilshire Homes Association

Jim O'Sullivan, Chair
Land Use Committee
Mid City West Community Council

Sep 11 2006 14:05 P.02

Letter No. 9

Toby M. Horn
146 South Fuller Avenue
Los Angeles, California 90036
September 3, 2006

Response 9-1:

The commenter suggests that the proposed museum would be considered a private institution placed on public parkland. The commenter is referred to Question 9(b) in Section IV, Environmental Impact Analysis, which states the following:

> *The project site is currently zoned as Open Space (OS-1XL-O) in the LAMC. Uses typically permitted in Open Space zones include: parks and recreational facilities, natural resource preserves, marine and ecological preserves, sanitary landfill sites, reservoirs, and water conservation areas. Furthermore, the Board of Recreation and Park Commissioners adopted General Manager's Report No. 557-94 on December 7, 1994 to expand the types of facilities appropriate for recreational and parks land uses that are compatible within the Open Space (OS) and Public Facilities (PF) zones. The types of facilities included in that report included museums. Therefore, the proposed museum is an allowed land use and no impact would occur.*

Response 9-2:

This comment addresses parking and traffic concerns associated with the proposed project. The commenter is referred to Response 5-4 with respect to traffic and Response 5-5 with respect to parking.

Response 9-3:

This comment addresses use of Pan Pacific Park. The commenter is referred to Response 6-6.

Comment Letter No. 10

FAX COVER SHEET

TO	
COMPANY	
FAX NUMBER	12139289180
FROM	Glen Janken
DATE	2006-09-06 15:11:55 GMT
RE	Holocaust Museum

COVER MESSAGE

David Attaway
Via fax: 213-928-918

Dear Mr. Attaway,

I will be unable to attend tonight's meeting regarding the Holocaust Museum proposed for Pan Pacific Park. However, I want to convey my EXTREME OPPOSITION to this project. I am Jewish. We do NOT need another Holocaust Museum. The Weisenthal Center is only a short distance away. The monument in the park is enough. We DO need more park space. Losing even an inch of Pan Pacific park for this project is too much. It's time to celebrate children and the future. They are already being cut back so much in schools and recreation, it is outrageous. Building this new museum is a terrible idea. 10-1

Glen Janken
136 N. Gardner St.
Los Angeles, CA 90036

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Letter No. 10

Glen Janken
136 North Gardner Street
Los Angeles, California 90036
September 6, 2006

Response 10-1:

This comment is partly in respect to use of Pan Pacific Park. The commenter is referred to Response 6-6. In addition, this comment expresses opposition to the project. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Dear Mister Attaway
My name is Karl Littner and I live in the neighborhood on 156 N Gardner Street for over 40 years. I hail from the infamous city known as Auschwitz (Oswiecim). I am a survivor of some of the worse Concentration Camps the German Nazis were able to establish including Camp Auschwitz- Birkenau. Living close to the Pan Pacific Park I walk daily thru the park. Passing by the Holocaust Memorial I wonder why the grassy slopes west of the Memorial stay unused. Since I am in favor of building the needed Museum west of the Memorial it would give the Memorial a new lease of life. It is sad that over sixty years after the Holocaust in a large city like Los Angeles we still have no Holocaust Museum.
People opposing the building of the Museum in the Pan Pacific Park some live outside the neighborhood and most never visit the Park. Others opposing purely for selfish unsubstantiated reasons resort to lies to emphasize their point.

11-1

Sincerely
Karl Littner,
Karl Littner

Letter No. 11

Karl Littner
136 North Gardner Street
Los Angeles, California 90036
September 25, 2006

Response 11-1:

This comment expresses support for the project. This comment does not state a question or concern regarding the adequacy of the analysis contained in the IS/MND. Therefore, a response is not required. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Jim Manzie .
646 Nth Curson Ave,
Los Angeles. CA 90036

9/20/2006

Dear David,

I am a local resident and would like to take this opportunity to express my opposition to the proposed Holocaust museum planned for Pan Pacific park. I feel that our park is fast being wittled away by parking lots as has happened outside the swimming pool and Recreation Centre. A congested city like Los Angeles needs all the open space it can get. Especially in central public transport accessable locations. Also, with the greatest respect for my Jewish neighbours, Holocaust Memorials are appropriate in Europe where that tragic chapter of human history took place. In the United States a memorial to our own persecuted groups, specifically Native Americans and / or African slaves, would be more honest, educational and suitable to our culture. Not to mention that Los Angeles already has an impressive Museum of Tolerance addressing the Holocaust and related issues a few miles away in West LA.

12-1

Yours sincerely,
Jim Manzie.

Letter No. 12

Jim Manzie
646 North Curson Avenue
Los Angeles, California 90036
September 20, 2006

Response 12-1:

This comment partly addresses the use of Pan Pacific Park. The commenter is referred to Responses 6-6 and 9-1. In addition, this comment expresses opposition to the project. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Chris Nichols
28 W. Palm St.
Altadena, CA 91001
213.842.6797

September 25, 2006

City of Los Angeles
Department of Recreation and Parks
Attn: David Attaway
1200 West 7th Street, Suite 700
Los Angeles, CA 90017
Re: Pan Pacific Park – Los Angeles Holocaust Monument and Museum Project
MND-RP-579-06

VIA FACSIMILE
213-928-9180

Dear Mr. Attaway,

I am writing to express concern over the new construction at the Holocaust memorial site. I hope that great concern will be paid to the placement of the new paths and walls and how they affect the integrity of the original artwork. The original artist, Joseph Young, is essential to the art history of Los Angeles and the utmost care should be paid when building so close to his work.

I am chairman emeritus of the Los Angeles Conservancy modern committee and have followed Mr. Young's career for many years. His work has been included in our programs and lectures. Please exercise caution.

13-1

Thank you.

Best,

Chris Nichols

Letter No. 13

Chris Nichols
28 West Palm Street
Altadena, California 91001
September 25, 2006

Response 13-1:

This comment expresses concern over visual compatibility between the existing Holocaust Monument and the proposed museum. The proposed museum was designed with sensitivity to the monument and has incorporated it into the overall project plan. In addition, the Holocaust Monument is surrounded by black wrought-iron fencing, which creates a visual obstruction. The commenter is referred to Response 4-3 and to Section II, Project Description, which states:

> *The existing Holocaust Monument would be a central outdoor feature of the museum. The existing fencing around the monument would be removed and the circular stairway would be integrated as a raised walkway connecting the sidewalk along Stanley Avenue/The Grove Drive to the proposed museum as well as the Holocaust Monument and two other existing walkways within the park.*

Comment Letter No. 14

6628 West 6th St.
Los Angeles, CA 90048
September 8, 2006

Mr. David Attaway
Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, California 90017

Pan Pacific Park--Los Angeles Holocaust Monument and Museum Project--Notice of Intent to adopt a mitigated Negative Declaration -- MND-RP-579-06

Dear Mr. Attaway,

My opinion of the proposed project is that it would add tremendous negative pressure on our already horrendous traffic problems.

14-1

The corner of the property in question at Beverly Boulevard and Grove Drive is particularly difficult to navigate because of the U.S. Postal Service Station (90048) there, the Erewhon Food Store and the Broadcast apartment building. Those three structures and the people parking in those lots, are not going to go away. Now add to that a museum and its visitors and its tour buses, and you've exacerbated the congestion beyond reasonable limits.

14-2

There are other reasons why I believe this project should not go forward, but they are tangential only, and so I stress that the main issue here is the traffic problem which worsens daily because so many more people are locating themselves in this area. By the way, they are all looking for a park to enjoy -- the paths, the green space, the outdoor feeling. Each acre of park space is very precious. We should not give it up for a project that will add so much stress and strain to our already overburdened streets.

14-3

Thanking you for your consideration of these remarks, I am

Very truly,

Lenore Levine Sachs

Lenore Levine Sachs

ls

Sep 11 2006 14:05 P.04

Letter No. 14

Lenore Levine Sachs
6628 West Sixth Street
Los Angeles, California 90048
September 8, 2006

Response 14-1:

This comment addresses traffic and access to the project site. The proposed museum would be accessed via a driveway and covered parking ramp located on The Grove Drive. With respect to traffic, the commenter is referred to Response 5-4.

Response 14-2:

This comment addresses parking concerns associated with the proposed project. The commenter is referred to Response 5-5.

Response 14-3:

This comment addresses use of Pan Pacific Park and associated traffic. The commenter is referred to Response 5-6 with respect to park use and to Response 5-4 with respect to traffic.

September 15, 2006

David Attaway
Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Dear David,

I attended the meeting at Pan Pacific Park Recreation Center on September 6, 2006. I am a board member of the museum but didn't have an opportunity to speak. I wanted to have my comments added to the public record.

First, I appreciate the hard work given to the Museum Project by you and your staff. Thank you for your guidance and extreme patience as we work our way through the necessary steps to make the new Museum of the Holocaust a long overdue permanent reality. I have heard the concerns of those on the Board of the Park and care very much that we provide the park a magnificent "public" learning space while maintaining a calm and relaxing outdoor area for all.

It is my understanding that activities to be provided for in our parks was detailed and documented by the General Manager of Recreation and Parks as far back as 1994. This list clarifies the type of cultural, educational, and diverse facility that will be located on "public land" for everyone to enjoy. Such facilities already exist and this museum will be yet another prestigious addition. As you know 10,000 school children annually visit the LAMH for free receiving an opportunity for learning unlike any other. It will always be open to the public for free. This is a terrific use of "public" land and we will take seriously the responsibility of teaching the children and respecting the city of Los Angeles. 15-1

The other point I want to make is in regard to the concerns of the neighborhood and protecting the environment. I am grateful for those who have worked hard to think well about the ground, the community and the type of structure that will enhance the Park. Yes there are lots of things to consider as we look to the future. Operating in this area requires many hours of consulting and design work. This has happened and many more hours will be spent to ensure all codes are adhered to. We will continue to use the best minds to think well about all aspects of building and running the museum. There are many talented people involved and I am confident the negative impact will be kept to a minimum.

Thank you for your time.
Diane Vanette
17236 Luverne Place
Encino, CA 91316

Diane Vanette

Letter No. 15

Diane Vanette
17236 Luverne Place
Encino, California 91316
September 15, 2006

Response 15-1:

This comment expresses support for the project. This comment does not state a question or concern regarding the adequacy of the analysis contained in the IS/MND. Therefore, a response is not required. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment Letter No. 16

Young Architecture

4126 Marcasel Avenue / Los Angeles / CA / 90066 / cecjohn@comcast.net / 310. 439-1159 fx / 310. 254-0211 ph

September 18, 2006

City of Los Angeles
Department of Recreation and Parks
Attn: David Attaway
1200 West 7th Street, Suite 700
Los Angeles, CA 90017

Re: Pan Pacific Park – Los Angeles Holocaust Monument and Museum Project
MND-RP-579-06

Dear Mr. Attaway,

As we discussed on the phone, I was unaware of the public meeting and so did not attend. I have a few questions and concerns about the proposed Museum project and how it modifies the existing Holocaust Monument;

- Is the existing paving preserved around the base of the monument? The original monument design intended that the Monument be a teaching environment, and there is important text in the paving, that relates to the story of the Holocaust. This text and paving should be preserved. (*The photo below shows an example of the text integrated into the paving).*

16-1



- The visual and physical connection between the amphitheatre and monument is important, as events are annually held there to commemorate the Holocaust, with thousands in attendance. In the new design, a walkway from the street to the monument creates a new level change between the amphitheatre and the monument. From the rendering in the Neg Dec document, this walkway is held level by a retaining wall, which appears to vary between 3 or 4 feet to as high as 7 or 8 feet. This creates a barrier, both physically, and visually. Importantly, a railing is not yet shown in this rendering, although certainly there will be one, further raising the total wall height. What will the railing be like? And will it further impede the visual and physical connection between the amphitheatre and the Monument?

16-2

I should say that I am the daughter of the original designer of the Holocaust Monument, the artist Joseph Young. A lot of passion went into his design, and with it a hope that this monument would last for the ages and would teach generations. I believe this new museum furthers that goal, and that the design is respectful, notwithstanding these important issues.

I realize that it is likely that the rendering in the document is not the most recent and that these concerns may yet have been addressed. However, I am anxious to hear the answers to my questions.

Sincerely,

Cecily Young, AIA

Sep 25 2006 16:00 P.12

Letter No. 16

Cecily Young
Young Architecture
4126 Marcasel Avenue
Los Angeles, California 90066
September 18, 2006

Response 16-1:

This comment addresses the preservation of the paving around the base of the Holocaust Monument. The proposed project would not remove the existing paving as all important cultural and architectural components of the Holocaust Monument would be maintained with project implementation.

Response 16-2:

This comment expresses concern over the visual and physical connection between the existing Holocaust Monument and the amphitheater. The architectural details of the proposed museum have not yet been finalized. However, physical access and visual connection between the Holocaust Monument and the amphitheater would be maintained with project implementation. The commenter is also referred to Response 13-1. With respect to the proposed retaining walls, grass-covered earthen materials would be burmed nearly flush with the top of the wall. In addition, guardrails to provide for public safety would be incorporated into the proposed project in compliance with the requirements of the LAMC Chapter IX, Building Regulations.

Comment Letter No. 17

Monday, September 25, 2006

Mr. David Attaway
City of Los Angeles
Department of Recreation and Parks
1200 West 7th Street, Suite 700
Los Angeles, CA 90017
(213) 928-9191
(213) 928-9180 (fax)

Mr. Attaway,

I have been informed that today is the last day to send comments in writing to you about the proposed Los Angeles Museum of the Holocaust in Pan Pacific Park. I am particularly concerned due to the impact it will have on the existing Los Angeles Holocaust Memorial Monument.

I have seen architectural renderings which considerably change the physical nature of the Monument itself, due to revisions made for the proposed museum. There were several meetings held last year in which the architect publicly stated that the design for the Museum would in no way alter the existing monument.

From the architectural renderings being circulated, it is clear that the promise of last year has been forgotten. Removing much of what is now an accepted part of the Monument changes the artist's intention and purpose, and diminishes the emotional impact on viewers. 17-1

May I add that I am the wife of the artist, Joseph Young, who devoted much time, heart and mind to this project? It was a labor of love to bring into reality a dream so many survivors kept for so many years.

Therefore, I wish to request an opportunity to be part of the next public meeting, and would appreciate an advance notice of its date and location.

Sincerely,

Millicent E. Young
JVS
Building Better Lives. One Job At A Time
6505 Wilshire Blvd., Suite 200
Los Angeles, CA 90048
323-761-8888
323-761-8575 (fax)
www.jvsla.org
myoung@jvsla.org

Letter No. 17

Millicent E. Young
6505 Wilshire Boulevard, Suite 200
Los Angeles, California 90048
September 25, 2006

Response 17-1:

This comment is in reference to concern over compatibility between the existing Holocaust Monument and the proposed museum. The commenter is referred to Response 13-1.

VII. MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." Section 15097 of the State CEQA Guidelines (Mitigation Monitoring or Reporting) provides additional direction on mitigation monitoring and reporting. The Los Angeles Department of Recreation and Parks is the Lead Agency for the proposed project.

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, the IS/MND includes recommended mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the proposed project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of all mitigation measures that are adopted for the proposed project. As shown on the following pages, each required mitigation measure for the proposed project is listed and categorized by impact area, with accompanying discussion of:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored:
    - Pre-Construction, including the design phase.
    - Construction.
    - Occupancy (post-construction).
- Enforcement Agency, the agency with the power to enforce the mitigation measure.
- Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMP for the proposed project will be in place throughout all phases of the project. The project developer shall be responsible for implementing all mitigation measures unless otherwise noted. The project developer shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City's existing planning, engineering, review and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the Department of Recreation and Parks shall be at the discretion of the City. Generally, each report will be submitted to the Department of Recreation and Parks in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The Department of Recreation and Parks, in conjunction with the project developer, shall assure that project construction occurs in accordance with the MMP.

CULTURAL RESOURCES

(5-1) If any archaeological materials and/or human remains are encountered during the course of the project grading and excavation activities, such activities shall be temporarily halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Recreation and Parks

(5-2) If any paleontological materials are encountered during the course of the project grading and excavation activities, such activities shall be temporarily halted. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Recreation and Parks

GEOLOGY AND SOILS

(6-1) The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss which requires the preparation of a geotechnical report. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

(6-2) Building design considerations may include, but are not limited to: ground stabilization, selection of appropriate foundation types and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

HYDROLOGY AND WATER QUALITY

(8-1) Water shall be pumped to a beneficial use on site such as: landscape irrigation or toilet flushing; or water shall be returned the groundwater basin by an injection well.

Monitoring Phase:	Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

(8-2) Prior to the issuance of a grading permit, the City of Los Angeles, Bureau of Engineering, shall review project plans to ensure that the design of the proposed project shall not decrease the overall capacity of the Pacific Park detention basin.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Bureau of Engineering
Monitoring Agency:	Bureau of Engineering

NOISE

(11-1) The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

(11-2) Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

(11-3) Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

(11-4) The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

(11-5) The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

(11-6) Barriers such as plywood structures or flexible sound control curtains shall be erected along the project site's boundary to minimize the amount of noise the nearby residences would be subject to.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

(11-7) Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

(11-8) All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

(11-9) An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

From: JENNY WANG
To: Cindy Terada; Eleanor Chang; Gino Ogtong; Veronica Buenrostro
Date: 6/7/2007 8:30:25 AM
Subject: Re: Fwd: ADA Board Report Revision Needed

Eleanor,

Here's the account breakdown for the two ADA projects (Peck Park and Sunland Sr. Rec Center) which GSD will be reverting the funds back to the funding source.

Peck Park

From Fund 424/22/A140	Account 1101 Hiring Hall Salaries	$12,992
From Fund 424/22/A140	Account 1121 Hiring Hall Fringe Benefits	$ 3,248
From Fund 424/22/A140	Account 1191 Hiring Hall Overtime	$ 3,248
From Fund 424/22/A140	Account 3180 Construction Materials and Supplies	$12,992
From Fund 424/22/**Y140**	Account 3180 Construction Materials and Supplies	$ 3,265.23
	Total	$35,745.23

Sunland Sr. Rec Center

From Fund 209/88/A140	Account 1101 Hiring Hall Salaries	$37,773.70
From Fund 209/88/A140	Account 1191 Hiring Hall Overtime	$ 7,554.74
From Fund 209/88/A140	Account 3180 Construction Materials and Supplies	$30,218.95
	Total	$75,547.39

If you need further assistance please let me know. Thanks!

Jenny Wang
GSD Construction Forces Division
Tel: 213-978-2788

>>> Eleanor Chang 6/6/2007 2:29 PM >>>
Veronica,

According to Jenny Wang, she already requests GSD accounting to provide GSD accounts information. Jenny will provide to everybody after she received it from GSD accounting.

Eleanor

>>> Veronica Buenrostro 06/06/07 8:47 AM >>>
Ok everybody. Here it is. I did the revison to item 3b as requested by Ada, Eleanor and Susan Huntley. I'm submitting the last version I had of this. Please no more changes until the City Attny looks at this as this is becoming extremely confusing.

Gino - please process as this needs to go to the June 20th meeting. Julie might already have a prior version of this...

veronica

>>> Ada Fernandez-Delarosa 6/5/2007 3:34 PM >>>
Jenny, please provide information (as per present clarification from Eleanor Chang).

Eleanor, anything else you guys need?
Please request exact information to minimize time. Anything else needed?

Keep all persons c.c.'ed, please.

>>> Eleanor Chang 6/5/2007 3:29 PM >>>
Hello,

We need to have GSD General fund allocation information-amount to salaries, material etc..

>>> Ada Fernandez-Delarosa 06/05/07 3:21 PM >>>
Hi Vero, here is the info given by GSD. Thanks.

>>> JENNY WANG 6/5/2007 2:26 PM >>>
Ada,

The ($888) for Van Nuys Rec is also come from Fund 424/22.

>>> Ada Fernandez-Delarosa 6/5/2007 2:22 PM >>>
Hi Jenny,

What is the info for Van Nuys Rec Ctr ($888)?

>>> JENNY WANG 6/5/2007 2:09 PM >>>
Ada,

The residual funds for Peck Park is Fund 424/22 totaling $35,745. Item #3b from the Board Report should read $35,745.

Thanks!

Jenny

>>> Ada Fernandez-Delarosa 6/5/2007 1:38 PM >>>
Hi,

Please provide the info that RAP is requesting ASAP. It is a rush, as you can see from her email. Your prompt answer will be very much appreciated.

Call me should you need any clarification.

Ada Fernandez-DeLaRosa, Architect - Project Manager
Architectural Division, BOE, DPW, City of L.A.
1149 South Broadway Street, 8th Floor
Los Angeles, California 90015
(213) 485-4865 (phone), (213) 485-4836 (fax)
Mail Stop No. 507
Ada.Fernandez-DeLaRosa@lacity.org

>>> Susan Huntley 6/5/2007 1:27 PM >>>

Ada,

Per our conversation, we need the following info for the project listed in Recommendation #3 on the attached DRAFT Board report:

The fund/account identifying where the residual funds cureently are and the new fund/account for the proposed reallocations.

Please provide the info to Veronica or whomever you normally provide this info to.

CC: Ada Fernandez-Delarosa; Frank Meza; Gary Hoggatt; Ivy Yan; Joseph Tsui; Melissa Simbolon; Stephanie Clements; Susan Huntley

APPENDIX A

LETTERS FROM PUBLIC SERVICES AND UTILITIES AGENCIES

COMMISSIONERS
LEROY CHASE
HERMAN LEAVITT
EDITH R. PEREZ
EVEN L. SOBOROFF
LISA SPECHT

CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
200 NO. MAIN ST.
13TH FLOOR
LOS ANGELES, CALIF. 90012
(213) 485-5638
FAX - (213) 847-5612

JACKIE TATUM
GENERAL MANAGER

GS
RF RF
MM
RF

March 6, 1995

Mr. Con Howe, Director of Planning
City Planning Department
Room 561, City Hall

Dear Mr. Howe:

At its meeting held on December 7, 1994, the Board of Recreation and Park Commissioners adopted the attached General Manager's Report No. 557-94, entitled "Open Space Zone - Recreation and Parks Property". By such action, the Board adopted the facilities listed in the report as appropriate recreation and parks uses, compatible with the Open Space (OS) and Public Facilities (PF) Zones.

This action was taken by the Board in an attempt to expedite the process for obtaining building permits for our construction projects. It should be noted that pursuant to Ordinance #166168, Department facilities are in the Open Space (OS) Zone. However, due to lack of personnel, the City maps have not been updated to show this designation. The Department is advised it may take approximately two years before the maps are updated to conform to the adopted Ordinance. As a result, the Department has been required, notwithstanding the Ordinance, to obtain a Conditional Use Permit, which has delayed Department projects.

The Department is about to begin the process of obtaining permits for over 125 projects funded by Proposition "A", approved by the voters in November of 1992. These projects are the highest priority of the Department, the Mayor's Office, and the Council. To respond to this urgency, the Board has created a Special Task Force, Project 24, headed by Commission President Steven Soboroff, to see that these projects are completed as quickly as possible. If a Conditional Use Permit must be obtained for each of these projects, it will seriously impact the Department's ability to bring these projects to fruition in a timely manner.

Therefore, the Departments of Building and Safety and Planning are hereby requested to maintain and recognize a uniform Open Space

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

Apr 3 2006 12:54 P.02

Zone on all Department park property; thereby eliminating the need for Conditional Use Permits.

If you have any questions in connection with this matter, or would like to meet to discuss this issue further, please call me.

Very truly yours,

Jackie Tatum

JACKIE TATUM
General Manager

JT/AAC:sg

cc: Franklin P. Eberhard, City Planning Dept.
Steven Soboroff, Recreation and Parks Commissioners
Dallan Zamrzla, R & P Director of Planning and Development
Alonzo A. Carmichael, R & P Planning Officer

Apr 3 2006 12:54 P.03

REPORT OF GENERAL MANAGER

NO. 557-94

DATE December 7, 1994

CD All

BOARD OF RECREATION AND PARK COMMISSIONERS

SUBJECT: OPEN SPACE ZONE - RECREATION AND PARKS PROPERTY

J. Andervich	P. Bryant
D. Gonzalez	*D. Zamitis
M. Goldstein	S. Kippel
M. Mollinedo	E. Porter

General Manager

Approved _____ Disapproved _____ Withdrawn _____

RECOMMENDATION:

It is recommended that the Board:

1. Adopt the attached list of Recreation and Park facilities as appropriate recreation and park uses, compatible with the Open Space (OS) and Public Facilities (PF) zones; and

2. Transmit this list to the Departments of City Planning and Building and Safety for reference with uses consistent with these zones; and

3. Request the Department of City Planning maintain a uniform Open Space zone on all park property.

SUMMARY:

For many years staff of this Department has requested City Planning to give Recreation and Parks Department a special zoning designation for the Department of Building and Safety to allow this Department to build its facilities on our property without the "conditional use" or "variance" process that we must constantly seek relief from as we try to obtain building permits.

In 1990, City Planning attempted to do this by having an ordinance adopted putting all parks in the Open Space (OS) zone. Unfortunately, the OS zone has not been put on City maps due to lack of personnel, therefore, Building and Safety puts our staff through the paces of complying with the old existing zones, creating delays and frustrations when applying for permits.

Some of our facilities not listed in the OS ordinance still requires a conditional use permit (public hearing, meetings, action by the Planning Commission, etc.).

Apr 3 2006 12:54 P.04

In transmitting the OS ordinance to the City Council, the City Attorney made it clear that Recreation and Parks was governed by the City Charter, granting proprietary Departments special authority to control the use of specific types of City land and facilities. ....."With regard to the Department of Recreation and Parks, when property is under the control of that department for recreation and park purposes, that department alone has the authority under the City Charter to determine whether a particular use is appropriate. The Council may not by ordinance vest such authority in itself or in the Planning Commission. Thus, the Department of Recreation and Parks is not subject to the conditional use regulations set forth in the transmitted ordinance." (See attached City Attorney Report 12-90-0377 dated July 2, 1990.)

Notwithstanding the City Attorney Report, neither Building and Safety nor Planning gives credence to the City Attorney statements therein.

To compound the problem, a new ordinance, Public Facilities (P.F.) zone adopted May 24, 1991 to regulate publicly owned buildings does not list any of our facilities "as permitted" in this zone. Again it takes a Conditional Use approval to obtain a permit.

In order to avoid future confusion, delays and expense in plan reviews and approvals, the Board should adopt the attached list indicating the breadth and scope of Department activities permitted in the OS and PF zones, as valid and appropriate Recreation and Park uses approved by your Board, and therefore compatible with the OS and PF zones.

Apr 3 2006 12:55 P.05

Recreation and Parks Facilities include:

Adaptive Centers
Administration Buildings
Amphitheaters
Aquaria
Arboretum
Arcades
Archery ranges
Art work in parks
Auditoriums
Bandshells
Basketball, vollyball and handball courts
Batting cages
Biking Routes
Bleachers
Boat launching & docking
Bocci Ball Courts
Bridle Trails
Camps
Cemeteries
Child Care facilities
Children's Play Areas
Clubhouses
Concession facilities
Costume Center
Cricket fields
Cultural Arts Centers
Dog Runs
Driving ranges
Equestrian Centers
Fences and walls
Fishing Piers
Fountains
Golf courses, including miniature golf
Greek Theatre
Historic Sites
Horseshoe pits
Horticultural Centers
Information Kiosks & structures
Japanese garden and tea house
Lakes, including boating and fishing
Lawn bowling
Lifeguard towers & stations
Light poles
Lodges
Merry Go Round
Model Airplane fields
Museums and Educational Facilities
Natatoriums
Nature Trails
Observatory
Park Utilities & infrastructures
Parking structures

Parking Lots
Pavilion
Picnic Areas, including BBQ's
Public Gardens
Pumps & pump enclosures
Ranger and Visitors Centers
Recreation Centers
Restrooms
Retaining walls
Scuba Diving
Senior Citizen Centers
Service and Maintenance Facilities
Softball, baseball, football, soccer, rugby fields
Sport Fields
Sport Centers
Stadiums
Storage Tanks & Buildings
Swim pools
Tennis Courts, including wheelchair tennis and paddle tennis
Theatres
Trailers (Permanent & Temporary)
Travel Town
Tunnels
Utilities
Walk/Jog Paths
Wastewater facilities
Weight lifting facilities
Wildlife Refuge
Zoo

Apr 3 2006 12:55 P.01

LOS ANGELES FIRE DEPT.
HYDRANTS & ACCESS UNIT

FAX

To: DEBORAH CLUFF
Fax No: 310 473 9336
Date: 4-27-06
Phone No.: 310 473 1600
Total Pages incl. Cover: 4

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply

Comments: HOLOCOST MUSEUM

From: M T HEULE
Phone: 6509

LOS ANGELES FIRE DEPARTMENT
L.A.F.D. - Hydrants & Access Unit
221 N. FIGUEROA STREET, 15TH FLOOR, STE. 1500,
LOS ANGELES, CA 90012
PH: (213) 482-6543
FX: (213) 482-6511

CM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

April 26, 2006

To: Christopher A. Joseph & Associates
11849 W. Olympic Boulevard, Suite #101
Los Angeles, CA 90064
Attn: Deborah Cluff

From: Fire Department

Subject: **Los Angeles Museum of the Holocaust**

PROJECT LOCATION
7600 Beverly Boulevard

PROJECT DESCRIPTION
8375 sq. ft. building to house new museum.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low Density Residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from 4 fire hydrants flowing simultaneously.

B. Response Distance, Apparatus, and Personnel

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 61
5821 W. 3rd Street
Los Angeles, CA 90036
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Staff - 14
Miles - .8

Fire Station No. 41
1439 N. Gardner Street
Los Angeles, CA 90046
Single Engine Company
Staff – 4
Miles – 1.7

Fire Station No. 68
5023 W. Washington Boulevard
Los Angeles, CA 90019Fire Station No.
Single Engine Company
Paramedic Rescue Ambulance
Battalion 18 Headquarters
Staff – 7
Miles – 2.7

The above distances were computed to 7600 W. Beverly Blvd.

C. Firefighting Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Submit plot plans to the Fire Department for review and approval.

Existing Fire Department staffing and existing water supplies are adequate to meet the requirements for this project.

CONCLUSION

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

For additional information, please contact Inspector Michael Theule of the Construction Services Unit at (213) 482-6506.

WILLIAM R. BAMATTRE
Fire Chief

Douglas Barry

Douglas L. Barry, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLB:MT:vljm
c:

Los Angeles Unified School District
Facilities Services Division

ROY ROMER
Superintendent of Schools

JAMES A. McCONNELL, JR.
Chief Executive, Facilities Services Division

J. A. MEHULA
Deputy Chief Executive, New Construction Branch

RENA S. PEREZ
Director, Master Planning and Demographics

TO: Deborah Cluff, Environmental Planner
Christopher A. Joseph & Associates
11849 West Olympic Boulevard - Suite 101
Los Angeles, CA 90064

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: *Environmental Impact Report Information Requested for*: Los Angeles Museum of Holocaust Project, City of Los Angeles

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools.

Additional information can be found in LAUSD's 2006 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Question 1 – Please see LAUSD Schools Enrollments and Capacities Report for details;

Questions 2 & 3 – Please refer to the Enrollment and Capacities Report for identification of any new schools planned to relieve known overcrowding. LAUSD is currently using the 2006 Strategic Execution Plan (SEP) for long range planning and implementation of the school construction program.

Questions 4 & 5 – The school fee justification study is updated annually. Please Contact the LAUSD Developer Fee Office at (213) 743-3670 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT

2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

KPMG Building: 355 S. Grand Ave., Suite 1020, Los Angeles, CA 90071 • Mailing Address: P.O. Box 513307-1307, Los Angeles, CA 90051-1307 •Telephone (213)633-7606 •Fax (213)633-7667

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Los Angeles Museum of the Holocaust Project, City of Los Angeles

SCHOOL YEAR: 2005-2006

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded**Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
4397	HANCOCK PARK EL	1 TRK	795	651	713	144	**No**	687	552	135	**No**
8075	BURROUGHS MS	1 TRK	2404	2152	2223	252	**No**	2088	2163	(75)	Yes
8621	FAIRFAX SH	1 TRK	3600	2732	3169	868	**No**	3280	2897	383	**No**

Schools Planned to Relieve Known Overcrowding

NONE

NUMBERS REFLECT DATA COLLECTED FOR THE SCHOOL YEAR INDICATED. DATA ARE UPDATED ANNUALLY DURING THE FALL SEASON OF EACH YEAR.

NOTES:

[1] School's ID code

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3-TRK or 4-TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.

-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.

-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1-TRK).

[6] The number of students actually attending the school now, including secondary-grades magnet students.

[7] Current seating overage or (shortage), equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:

-School is currently on a multi-track calendar

-There is currently a seating shortage

-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats

[9] The capacity the school will have after shifting to a 2-semester (1-TRK) calendar and implementing operational goals such as full-day kindergarten and class-size reduction.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.

[11] Projected seating overage or , equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-School remains on a multi-track calendar.

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Charter School: Information on the school's current capacity is unavailable.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business Services Division

LOC. CODE: 4397

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HANCOCK PARK SCHOOL EFFECTIVE SEPTEMBER 1, 1977 (UPDATED 7-1-94).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on September 1, 1977. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

BEVERLY BOULEVARD * ALTA VISTA BOULEVARD TO THIRD STREET * COCHRAN AVENUE * WILSHIRE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SAN VICENTE BOULEVARD * THIRD STREET * SWEETZER AVENUE.

For assistance, please call Demographic and Boundary Unit, Facilities Asset Management Division, at (213) 742-7596.

APPROVED: C. DOUGLAS BROWN, Interim Coordinator, Facilities Asset Management Division

DISTRIBUTION:
School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8075

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOHN BURROUGHS MIDDLE SCHOOL EFFECTIVE JULY 1, 1995 (UPDATED 7-1-97).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1995. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

MELROSE AVENUE * LA CIENEGA BOULEVARD * ROSEWOOD AVENUE * ORLANDO AVENUE * OAKWOOD AVENUE AND EXTENSION * ROSEWOOD AVENUE AND EXTENSION * ROSSMORE AVENUE * BEVERLY BOULEVARD * WESTERN AVENUE * SAN MARINO STREET * WESTCHESTER PLACE * OLYMPIC BOULEVARD * RIMPAU BOULEVARD * PICO BOULEVARD * SAN VICENTE BOULEVARD * CURSON AVENUE * WILSHIRE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8621

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR FAIRFAX SENIOR HIGH SCHOOL EFFECTIVE JULY 1, 1993 (UPDATED 7-1-94) (CLARIFIED 10-7-96; 6-27-05).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1993 (updated 7-1-94) (clarified 10-7-96). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

SUNSET BOULEVARD * FULLER AVENUE * FOUNTAIN AVENUE * GREENACRE AVENUE * SANTA MONICA BOULEVARD * VAN NESS AVENUE * MELROSE AVENUE * KINGSLEY DRIVE * BEVERLY BOULEVARD * HIGHLAND AVENUE * THIRD STREET * LA BREA AVENUE * REDONDO BOULEVARD * PICO BOULEVARD * HAUSER BOULEVARD * VENICE BOULEVARD * AIRDROME STREET * FAIRFAX AVENUE * WHITWORTH DRIVE * LA CIENEGA BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: FAIRFAX AND HOLLYWOOD SENIOR HIGH SCHOOLS

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, TO AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * RUNYAN CANYON ROAD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * SUNSET BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY EAST OF **MEREDITH PLACE** ~~ALTO CEDRO DRIVE~~, **ALTO CEDRO DRIVE** ~~BRIARCREST LANE~~, BRIARCREST ROAD AND **BRIARCREST LANE** ~~MEREDITH PLACE~~ TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

(OVER)

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, Jr., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES POLICE DEPARTMENT

WILLIAM J. BRATTON
Chief of Police

ANTONIO R. VILLARAIGOSA
Mayor

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 485-4101
TDD: (877) 275-5273
Ref #: 2.2.2

May 2, 2006

Ms. Deborah Cluff
Environmental Planner
11849 West Olympic Boulevard Suite 101
Los Angeles, CA 90064

Dear Ms. Cluff:

PROJECT TITLE: Los Angeles Museum of the Holocaust

The proposed project involves the Los Angeles Police Department's (LAPD) Wilshire Area. Enclosed are Area crime rate, predominant crimes, response time to emergency calls for service, and Area personnel statistics and information. The Department's response is based on information received from the Area in which the project is located, LAPD's Information Technology Division and input from the Departments Community Relations Section, Crime Prevention Unit (CPU).

A project of this size would have minimal impact on police services in Wilshire Area. The Department is available to advise you on crime prevention features appropriate for the design of the property involved in this project. The LAPD strongly recommends that developers contact CPU personnel to discuss these features.

Upon completion of the project, you are encouraged to provide the Wilshire Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Questions regarding this response should be referred to Sergeant Michael Lockett, Community Relations Section, Crime Prevention Unit, at (213) 485-4101.

Very truly yours,

WILLIAM J. BRATTON
Chief of Police

FRED BOOKER, Lieutenant
Officer in Charge
Community Relations Section
Office of the Chief of Staff

Enclosures

Wilshire Area

The Los Angeles Museum of the Holocaust is located in Wilshire Area in Reporting District (RD) 703. Wilshire Area covers 14 square miles and the station is located at 4861 West Venice Boulevard, Los Angeles, California 90019 (213) 473-0476.

The service boundaries of Wilshire Area are as follows: La Cienega Boulevard to the West, Beverly Boulevard to the North, Normandie Avenue to the East, and Santa Monica Freeway to the South.

The boundaries for RD 703 inclusively are as follows: Beverly Boulevard to the North, Fairfax Avenue to the West, 3rd Street to the South, and Gardner Street to the East.

The average response time to emergency calls for service in the Wilshire Area during 2005 was 6.7 minutes. The Citywide average during 2005 was 6.8 minutes. There are approximately 333 sworn officers and 23 civilian support staff deployed over three watches at Wilshire Area.

There were 399 crimes per 1000 persons in Wilshire Area in 2005. Individual RD crime statistics, population and crimes per 1000 persons are listed on the attached RD information sheets. The predominant crimes in Wilshire Area are burglary from vehicle, vehicle theft, and other theft.

Prepared by:
Officer Sam Park, Serial No. 35234
Community Relations Section
Crime Prevention Unit

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

PROJECT NAME: LOS ANGELES MUSEUM OF THE HOLOCAUST

Types of Crime	*RD 703	WILSHIRE	Citywide
Burglary from Bus.	5	346	4583
Burglary from Res.	1	980	13785
Burglary Other	3	227	3510
Street Robbery	1	721	9071
Other Robbery	3	271	4522
Murder	0	23	490
Rape	0	53	1095
Aggravated Assault	4	864	16086
Burglary from Veh.	18	1971	22585
Theft from Vehicle	7	618	10807
Grand Theft	57	905	11978
Theft From Person	4	150	949
Purse Snatch	0	43	335
Other Theft	62	1065	18039
Vehicle Theft	9	1686	28463
Bunco	0	13	203
TOTAL	174	9936	146501

CRIMES PER 1000 PERSONS

REPORTING DISTRICT	CRIMES	/	POPULATION X 1000	CRIMES PER 1000 PERSONS
WILSHIRE	9,936	/	248,469	399/1000
CITYWIDE	146,501	/	3,978,000	423/1000

*All statistical information is based on 2005 Los Angeles Police Department Selected Crimes and Attempts by Reporting District from the Police Arrest and Crime Management Information System 2 reports.

Fax Message From:

May 22 2006 13:15

Name: LA CITY REC & PARKS
Fax Number: 2139289180

Planning & Development

☐ Return
☐ File

City of Los Angeles
Department of Recreation and Parks
Planning and Development Division

We make LA a better place!

Date 5-22-06

Attn: Deborah Cluff
To:
Fax No: 310 473 9336

☐	Administration	(213) 928-9191
☐	Environmental	(213) 928-9130
☒	Advanced Planning	(213) 928-9136
☐	Real Estate	(213) 928-9108
☐	Clerical	(213) 928-9191

RE: LA Museum of the Holocaust request for Parks Info

From: Darryl Ford

Address Recreation and Parks
Garland Building
1200 W. 7th Street, Ste 700
Los Angeles, CA 90017

Fax Number: (213) 928 - 9180

Total Number of Pages (including this sheet) 3

Comments Attached is a draft copy of our response letter to your request for information. Signed Hard copys will be put in the mail as soon as they are signed

cc:

Printed on recycled paper

PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, CA 90401
Attention: Deborah Cluff, Associate Planner

Dear Ms. Cluff:

The following information has been prepared in response to your request for Recreation and Parks information relative to the proposed Los Angeles Museum of the Holocaust Project Initial Study.

1. Would any additional parks and/or recreational facilities serve the proposed project, including any planned future facilities?

The following Department of Recreation and Parks facilities are located within a two mile radius of the project site:

- De Longpre Park, a 1.38 acre neighborhood park located at 1350 North Cherokee Avenue
- Harold A. Henry Park, a 1.71 acre neighborhood park located at 890 South Lucerne Avenue.
- Hollywood Recreation Center, a 2.95 acre neighborhood park located at 1122 Cole Avenue
- LA High Memorial Park, a 2.51 acre neighborhood park located at 4625 West Olympic Poinsettia Recreation Center, a 6.21 acre community park located at 7341 Willoughby Avenue.
- Queen Anne Recreation Center, a 5.40 acre neighborhood park located at 1240 West Blvd.
- Rosewood Gardens, a 0.03 acre small park located Fairfax and Rosewood Ave.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org

2. Are the parks and recreational facilities included in your response to Question 1 adequately meeting the project area's current demand for parks and recreational facilities?

This project is located in a high density area of the city that is below the City's standard for neighborhood and community park acreage. The City's standard ratio of neighborhood and community parks to population is four (4) acres per 1,000 people, per the Public Recreation Plan. The Wilshire Community Plan Area, which includes the project area, has 0.23 acres of neighborhood and community park acreage per 1,000 people. The facilities in this area with active recreational features are heavily used by residents and additional patrons will greatly impact the existing facilities.

3. Would the parks and recreational facilities included in your response to Question 1 be able to meet the proposed project's demand for parks and recreational facilities? As mentioned above, private and public recreational facilities would be included as part of the proposed project.

The proposed Los Angeles Museum of the Holocaust project does not include the development of residential units and therefore would not result in an increase in population in this area. However, employees and patrons of the proposed development could generate some additional demand for recreation facilities, open space, and programs.

4. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two mile radius of the proposed project site?

There are no definitive plans at this time to develop new parks or recreational facilities or expand existing parks or recreation facilities within a two mile radius of the proposed project site.

6. Please provide any recommendations that might help eliminate or reduce any potential impacts the proposed project would have on City parks and recreational facilities;

Although employees and patrons of the proposed Los Angeles Museum of the Holocaust may utilize nearby recreation and park facilities, this Department cannot collect Quimby fees or any other park impact fees for commercial development projects of this type. However, the development of additional or improved recreational and park facilities within Pan Pacific Park would help mitigate the physical impacts associated with the proposed usage of 0.46 acres of park land for the proposed project. We encourage Los Angeles Museum of the Holocaust to link with Pan Pacific Park and other nearby recreation and park facilities and consider mutually beneficial partnerships between park programs, operations, and improvements, and the proposed Los Angeles Museum of the Holocaust.

Thank you for the opportunity to provide information relative to recreation and park opportunities in this area. If you have any questions or comments regarding this information, please contact Camille Walls, of my staff, at 213-928-9132.

VTY,

JKM/MS

CC:
Kevin Regan
Mark Mariscal
Camille D. Walls
Darryl Ford

Department of Water and Power the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
MARY D NICHOLS, President
H. DAVID NAHAI, Vice President
NICK PATSAOURAS
EDITH RAMIREZ
FORESCEE HOGAN-ROWLES
BARBARA E. MOSCHOS, Secretary

RONALD F. DEATON, *General Manager*

April 14, 2006

Ms. Deborah Cluff
Environmental Planner
Christopher A. Joseph & Associates
11849 W. Olympic Blvd. Suite 101
Los Angeles, CA 90064

Dear Ms. Cluff:

Subject: Los Angeles Museum of the Holocaust Project –
Request for Water and Electrical Service Information

The Los Angeles Department of Water and Power (LADWP) has received your letter dated March 21, 2006 requesting water service information for the Los Angeles Museum of the Holocaust Project. The approximately 20,000-square foot (0.46-acre) project site is located within the northwestern corner of Pan Pacific Park at 7600 Beverly Boulevard in the City of Los Angeles. Please see Figure 1 (attached) for a regional vicinity and project location map of the project site. The proposed project involves construction of an 8,375-square foot building to house the Los Angeles Museum of the Holocaust, approximately 7,600 square feet of paved area (including paved area associated with the existing Los Angeles Holocaust Monument), approximately 25 subterranean parking spaces, and off-site improvements to the existing paved and covered picnic area immediately south of the project site. The project site is currently not developed with any structures and consists of a small grassy area with ornamental trees. Though, not part of the grading footprint, the Holocaust Monument would be integrated into the design of the proposed project. The existing ornamental trees on the project site would be removed with implementation of the proposed project and replaced with landscaping.

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista, [213] 367-0800 or by e-mail at Alvin.Bautista@ladwp.com) and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

Below you will find some information about water needs. Attached, you will find a list of water and energy conservation measures that can be incorporated into the project design.

Water Needs

The following responses are provided to your enumerated questions regarding impacts to water service (shown here in bold print).

1. **Please describe the sizes and capacities of existing water mains that would serve the project site. If possible, please include a map depicting the potable water infrastructure (and gray water, if applicable) in the project vicinity.**

   There is a 12" ductile iron pipe in The Grove Dr. to supply potable water. There is no gray water pipe. Due to recent development in the area, we do not have a map available depicting the potable water infrastructure.

2. **Are there any existing water service problems/deficiencies in the project area? If so, please describe. If water service problems/deficiencies exist, how would they affect the proposed project, and how would you suggest any such effects be mitigated?**

   At this time, there are no known deficiencies in the system in the location.

3. **In order to predict the proposed project's future consumption of water, we propose to use water consumption rates (Source: City of Los Angeles, Bureau of Engineering, March 2002). If these rates are not acceptable, please provide us with your recommended rates.**

   LADWP does not provide water consumption rates; your private engineer should determine these and/or the developer may contact Building and Safety at (888) 524-2845 or (213) 482-0000 for the applicable water usage rate.

4. **Based on the proposed project's expected water consumption, would the LADWP be able to accommodate the proposed project's water demand with the existing infrastructure and supply in the project area?**
4a. If not, what new infrastructure or upgrades to infrastructure would be needed to meet the proposed project's demand for water service?

The project's water consumption (quantity, size, and type of the needed services) is determined by the Developer's engineering staff based on the Los Angeles Department of Building and Safety and applicable building code requirements. The onsite (sprinkler system and private fire hydrants) fire flow demands are determined by the Los Angeles Department of Building and Safety and offsite (public fire hydrants) fire flow demands are determined by the Los Angeles Fire Department and the applicable building code requirements.

Once a determination of the Project's domestic and fire demands has been made, the Department will assess the need for additional facilities. Should the requirements remain the same as the present site, infrastructure improvements may not be necessary.

5. **What is the primary water treatment plant that would serve the project site?**
5a. What are the designed treatment capacity and current peak flow at this treatment plant?
5b. Would the treatment plant have adequate capacity to serve the proposed project?

The primary water treatment plant serving the central area of Los Angeles is the Los Angeles Filtration Plant. The current designed treatment capacity is 600MGD and the average plant flow is 450MGD in non-summer months, and 550MGD during summer months. Yes, the treatment plant has adequate capacity to serve the proposed project.

6. **Would there be a disruption in water service in the project area when "hooking-up" the proposed project? If so, how long would such disruption(s) last?**

New water service installations are generally wet tapped so as to avoid water service interruptions. However, should the project require main upgrades in the area due to an increase in demand, a disruption in service may occur. Proper notification will take place if disruption is necessary. If, however, the project only requires additional water services, it is not anticipated that any significant disruptions will occur.

7. **What is the static water pressure (psi) maintained by the water lines in the project area?**
7a. Would the water pressure and supply in the project area be adequate to meet the LAFD's fire flow and residual water pressure requirements with implementation of the proposed project?

7b. If not, what new infrastructure or upgrades to infrastructure would be needed to meet the proposed and related projects' demand for water service?

Maximum static pressure is 174 psi.
Minimum static pressure is 130 psi.

The Los Angeles Fire Department determines the required off-site fire flow demands. Additional hydrants and/or main upgrades may be necessary to meet the required flow. Once the on-site fire demand is determined by Department of Building and Safety, the Developer will need to request a Service Advisory Request (SAR) from LADWP. This SAR will determine whether the pressures in the area are sufficient. If they are not, upgrades to the existing infrastructure will be necessary to meet the pressure.

8. **Please provide any recommendations that might reduce or avoid any potential water impacts that would be associated with the proposed project.**

See below for a list of water conservation measures that could be incorporated into the proposed project.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

<u>Power Needs</u>

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed project.

As the project proceeds further, please contact one of our Engineering Offices, as listed on page 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

9. **Please describe the sizes and voltages of existing electrical distribution lines that would serve the project site. Please include a map illustrating your description.**

Currently, in the vicinity of the northwest corner of Pan Pacific Park, the Department has one underground 4.8-kV circuit and two underground 34.5-kV circuits.

10. **Are there any existing electricity service problems/deficiencies in the project area? If electricity service problems/deficiencies exist, how would**

they affect the proposed project, and how would you suggest those effects be mitigated by the project developer?

At this time, there are no known deficiencies in the system in the location. However, the cumulative effect of this and other new and added loads will require near term and/or future additions to distribution system capacity. This project would require on-site transformation facilities.

11. **Would there be a disruption in electrical service in the project area when "hooking-up" the proposed project? If so, about how long would the disruption last?**

LADWP usually connects new customer load without interrupting existing customers; however, if such a disruption were required, it would be of a short duration.

12. **Would the Department of Water and Power (DWP) be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area?**
12a. If the answer to question twelve is "no," what new infrastructure would be needed to meet the proposed project's demand for electricity?

The estimated increase in demand due to this project will not have an adverse impact on the Department's electrical distribution system. However, the cumulative effects of this and other projects in the area will require the Department to construct additional distribution facilities in the future.

13. **Would the DWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?**

This question cannot be answered without review of the project developer's electrical drawings and load schedule.

14. **In order to assess the proposed project's future consumption of electricity, we propose to use electricity consumption rates from the SCAQMD, CEQA Air Quality Handbook, 1993. If these rates are not acceptable, please provide us with your recommended rates.**

LADWP does not normally recommend consumption rates.

15. **What is the current electricity service demand within the project area?**

The Department of Water and Power does not provide load information.

16. **Please provide any recommendations that might reduce any potential electricity impacts associated with the proposed project.**

See below for a list of energy conservation measures that could be incorporated into the proposed project.

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed project.

As the project proceeds further, please contact one of our Engineering Offices, as listed on page 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

Water and Energy Conservation

LADWP has a number of energy efficiency and water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities.

Water Conservation. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. Mr. Thomas Gackstetter is the Water Conservation Program Manager and can be reached at (213) 367-0936 or by e-mail at Thomas.Gackstetter@ladwp.com.

Energy Efficiency. LADWP suggests consideration and incorporation of energy-efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. Mr. Steve Matsuda is the Program Manager and can be reached at (213) 367-4947 or by e-mail at Steve.Matusda@ladwp.com.

Renewable Solutions and Advanced Technologies. LADWP is committed to promoting the development of clean, efficient and renewable energy solutions. We have several programs, including Green Power for a Green LA, Customer Generation Rebate Program and advanced energy generation and transportation expertise that may be useful. Mr. William Glauz is the Program Manager and can be reached at (213) 367-0410 or by e-mail at William.Glauz@ladwp.com."

Trees for a Green LA. As part of its ongoing commitment to environmental initiatives that reduce energy use, improve air quality, and beautify local communities, LADWP is sponsoring the *Trees for a Green LA* program. The program is intended to provide shade trees to LADWP residential customers to provide natural cooling and thus reduce air conditioning electricity use. Mr. Ed Petok is the Program Manager and can be reached at (213) 367-4939 or by e-mail at Ed.Petok@ladwp.com.

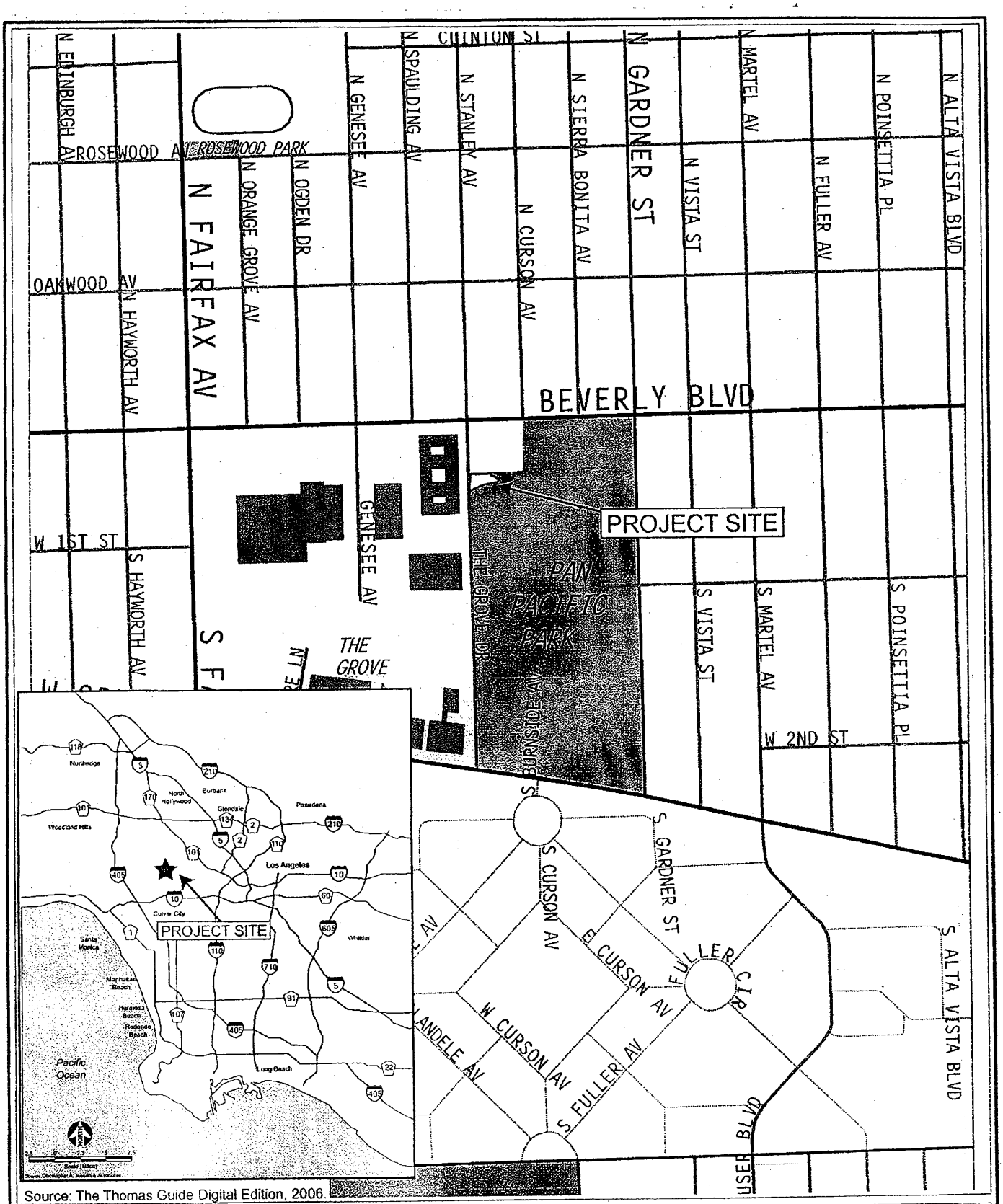
Solar Energy. Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Ms. Josephine Gonzalez is the Solar Energy Program Manager and can be reached at (213) 367-0414 or by e-mail at Josephine.Gonzalez@ladwp.com.

Please include LADWP in your mailing list and address it to the undersigned in Room 1044. We look forward to reviewing your environmental document for the proposed project. If there are any additional questions, please contact Ms. Amy Schulenberg of my staff at (213) 367-0610.

Sincerely,

Charles C. Holloway
Supervisor of Environmental Assessment

AS:lr
Enclosures
c: Mr. Alvin Bautista
Mr. Hugo Torres
Mr. Kris Jolley
Mr. Thomas Gackstetter
Mr. Ed Petok
Mr. Joe Porras
Ms. Josephine Gonzalez
Ms. Amy Schulenberg



Source: The Thomas Guide Digital Edition, 2006.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

0 250 500 750 1000
Scale (Feet)

Figure 1
Project Location Map

LADWP WATER & ENERGY CONSERVATION MEASURES

IMPACT OF THE PROPOSED PROJECT ON THE WATER SYSTEM AND METHODS OF CONSERVING WATER LOS ANGELES DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

1. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

2. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.

3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.

4. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.

5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.

6. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.

7. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Efficiency Solutions Business Group encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

- A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

- Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

- The isolation of air conditioning to any selected floor or floors.

- Consider the applicability of the use of thermal energy storage to handle cooling loads.

3. Cascade ventilation air from high-priority areas before being exhausted, thereby, decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

4. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

5. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

6. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

7. A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

8. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

9. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat.

10. Install thermal insulation in walls and ceilings, which exceeds requirements established by the California Code of Regulations.

11. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

12. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

13. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

14. Install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

15. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

16. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

17. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

18. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

19. Design project to focus pedestrian activity within sheltered outdoor areas.

For additional information concerning these conservation measures, please contact Mr. Steve Matsuda, Director of Energy Efficiency Solutions, at (213) 367-4947.

W&P ConsrvtnMeasures v.082802

Natural History Museum of Los Angeles County
900 Exposition Boulevard • Los Angeles, CA 90007

Vertebrate Paleontology Section
Telephone: (213) 763-3325
FAX: (213) 746-7431
e-mail: smcleod@nhm.org

16 March 2006

Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, CA 90064

Attn: Paulette Franco, Project Manager

re: Paleontological resources for the proposed Los Angeles Museum of the Holocaust, in the City of Los Angeles, Los Angeles County, project area

Dear Paulette:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Los Angeles Museum of the Holocaust, in the City of Los Angeles, Los Angeles County, project area as outlined on the section of the Hollywood USGS quadrangle map that you sent to me on 14 March 2006. We do not have any vertebrate fossil localities that lie directly within the project boundaries, but we do have localities very nearby from the same sedimentary deposits as occur in the proposed project area.

The surficial deposits in the proposed project area consist of older Quaternary Alluvium that grades down into older Quaternary deposits typically referred to as the Palos Verdes Sand in this area. We have two vertebrate fossil localities nearby from excavations for the North Outfall Sewer project in the early 20th Century: LACM 2034 [equals LACM 3261], just north of due west of the proposed project area near the intersection of Kilkea Drive and Beverly Boulevard, that produced fossil specimens of mastodon, *Mammut americanum*, and mammoth, *Mammuthus*, at unknown depth; and LACM 3371, northeast of the proposed project area near the intersection of Sierra Bonita Avenue and Oakwood Avenue, that produced specimens of fossil bison, *Bison antiquus*, at a depth of 12 feet. We have two vertebrate fossil localities from excavations for the adjacent The Grove project: LACM 7478, immediately south of the proposed project area, that produced fossil specimens of pocket gopher, *Thomomys*, at a depth of 46 feet; and LACM 7495, immediately west-southwest of the proposed project area, that produced a fossil fauna containing specimens of pond turtle, *Clemmys*, garter snake, *Thamnophis*, mammoth, *Mammuthus columbi*, cottontail rabbit, *Sylvilagus*, kangaroo rat, *Dipodomys*, meadow mouse, *Microtus*, pocket gopher, *Thomomys*, horse, *Equus occidentalis*, bison, *Bison antiquus*, and camel, *Camelops hesternus*, at a depth of about 10 feet. Furthermore, we have several vertebrate fossil localities from excavations at the nearby Park La Brea: LACM 7513-7516, due south of the proposed project area south of Third Street between

Curson Avenue and Genesee Avenue; and LACM 7517-7518, southeast of the proposed project area south of Third Street near the intersection with Fuller Avenue. These localities produced a similar fauna containing fossil specimens of garter snake, *Thamnophis*, ground sloth, *Glossotherium harlani*, cottontail rabbit, *Sylvilagus*, kangaroo rat, *Dipodomys*, meadow mouse, *Microtus californicus*, deer mouse, *Peromyscus*, pocket gopher, *Thomomys*, spotted skunk, *Spilogale*, horse, *Equus occidentalis*, and camel, *Camelops hesternus*, at depths as shallow as 3 feet.

We have a great number of vertebrate fossil localities further south of the proposed project area at the internationally famous Ranch La Brea deposits in Hancock Park and from Brea deposits in the surrounding area. These Brea deposits apparently do not extend as far north as the proposed project area.

Even shallow excavations in the proposed project site area have a good chance of uncovering significant vertebrate fossils in older Quaternary sediments exposed and at depth. Therefore, any substantial excavations in the proposed project area should be closely monitored to quickly and professionally collect any specimens without impeding development. Note that some of the fossils recovered from the Quaternary deposits in the immediate vicinity are very small and can only be detected by screen-washing and picking matrix because they would be missed during typical paleontological monitoring. We recommend that sediment samples from these deposits be collected and processed to determine their suitability for producing vertebrate microfossils. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

D = Special District
S = State
U = Unknown

National Register Status
See Prev PP

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County. Page 130 09-04-96

STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	R-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
327 5TH AVE		LOS ANGELES	P		1923	B					023565	HIST.SURV.	0053-1019-0000		5S
345 5TH AVE		LOS ANGELES	P		1906	B					023566	HIST.SURV.	0053-1020-0000		6
709 5TH AVE		LOS ANGELES	P		1916	B					023567	HIST.SURV.	0053-1021-0000		5S
715 5TH AVE	JOHN M JOHNSON	LOS ANGELES	P		1905	B					023568	HIST.SURV.	0053-1022-0000		6

"#PR": # of properties contributing to this resource

"C": Type of property
- D = District
- B = Building
- C = Site
- S = Structure
- O = Object

"OTHREG": codes of legal designations other than National Register of Historic Preservation
- H: HABS / HAERS Record
- N: NATIONAL Historic Landmark
- S: State Historic Landmark
- C: CA Pt. of Hist. Interest
- P: State or Local Park
- L: Locally designated
- O: Other type of Registration

Old NR Status Code	DESCRIPTION of former NR Status Codes	NEW CHR STATUS CODE
1	Property is listed on the Nat. Register.	1S OR 1D
1B	Listed in NR as an individual property and as a Contributor.	1S OR 1D
1D	Listed in NR as a Contributor to a district or multi. resource property.	1D
1S	Listed in NR as an individual property.	1S
2	Determined elig. for Nat. Register in a formal process.	2S, 2D, 2B
2B	Deter. elig. for NR as separate and as a contributor.	2B
2B1	Determined elig. by the Keeper for separate and as a contributor.	2B
2B2	Det. elig. by Keeper as separate & as a contributor by consensus.	2B
2B3	Det. elig. as separate by consensus and as contributor by Keeper.	2B
2B4	Determined elig. by consensus as separate and as a contributor.	2B
2D	Determined elig. for Nat. Reg. as a contributor to a district.	2D
2D1	Determined elig. for listing as a contributor by the Keeper.	2D
2D2	Determined elig. for listing as a contributor by consensus det.	2D
2D3	Det. elig. for NR list as a contrib. by other than cons. det. or keeper.	2D
2D4	Det. elig. for NR as a contrib. by MOA Participant w/o review by OHP	2D
2S	Determined elig. for Nat. Reg. as separate listing.	2S
2S1	Determined elig. for separate listing by the Keeper.	2S
2S2	Det. elig. for separate listing by a consensus determination.	2S
2S3	Det. elig. for NR list as individ. by other than cons. det. or keeper.	2S
2S4	Det. elig. for separate listing by MOA Participant without review by OHP	2S
3	Appears elig. for NR to person completing or reviewing form.	3S, 3D, 3B
3B	Appears elig. as sep. and as contributor to a documented district.	3B
3D	Appears elig. as contributor to a fully documented district.	3D
3S	Appears eligible for listing in NR as a separate property.	3S
4	Might become eligible for listing on the Nat. Register.	7N
4B	May become elig. for NR as separate and as a contributor.	7N
4B1	May become elig. for NR under 4S1 and 4D1-4D8 or 4M1-4M8.	7N
4B2	May become elig. for NR under 4S2 and 4D1-4D8 or 4M1-4M8.	7N
4B3	May become elig. for NR under 4S3 and 4D1-4D8 or 4M1-4M8.	7N
4B4	May become elig. for NR under 4S4 and 4D1-4D8 or 4M1-4M8.	7N
4B5	May become elig. for NR under 4S5 and 4D1-4D8 or 4M1-4M8.	7N
4B6	May become elig. for NR under 4S6 and 4D1-4D8 or 4M1-4M8.	7N
4B7	May become elig. for NR under 4S7 and 4D1-4D8 or 4M1-4M8.	7N
4B8	May become elig. for NR under 4S8 and 4D1-4D8 or 4M1-4M8.	7N
4D	May become elig. for NR as a contributing property.	7N
4D1	May become elig. for NR as contrib. when Dist. becomes old enough.	7N
4D2	May become elig. for NR as contributor with more research on Dist.	7N1
4D3	May become elig. for NR as contrib. if context info. is expanded.	7N1
4D4	May become elig. for NR as contrib. if approp. prop. type defined.	7N1
4D5	May become elig. for NR as contrib. when prop. types are clarified.	7N1
4D6	May become elig. NR as contrib. if Dist. is eval. in diff. context.	7N1
4D7	May become elig. for NR as contrib. if integrity of Dist. is restored.	7N1
4D8	May become elig. for NR as contrib. when other like Dist. are lost.	7N1
4M	May become elig. for NR as a contributor.	7N
4M1	May become elig. NR as contrib. if restored and Dist. becomes old enough.	7N1

Old NR Status Code	DESCRIPTION of former NR Status Codes	NEW CHR STATUS CODE
4M2	May become elig. for NR as contrib. if restrd & more research on Dist.	7N1
4M3	May become elig. for NR as contrib. if restrd & context is expanded.	7N1
4M4	May become elig. NR as contrib. if restrd & approp. prop. type is defined.	7N1
4M5	May become elig. NR as contrib. if restrd & prop. types are clarified.	7N1
4M6	May become elig. NR as contrib. if rstrd & Dist. eval. in diff. context.	7N1
4M7	May become elig. NR as contrib. if rstrd & integ.of Dist. is rstrd.	7N1
4M8	May become elig. NR as contrib. if rstrd & oth like Dist. are lost.	7N
4R	May become a contributor to a listed/elig./appears. elig. dist.	7N
4S	May become elig. for NR as a separate property.	7N
4S1	May become elig. for NR as separate when it becomes old enough.	7N1
4S2	May become elig. for NR as separate with more research.	7N1
4S3	May become elig. for NR as separate if context info. is expanded.	7N1
4S4	May become elig. for NR as sep. if more approp. prop. type is def.	7N1
4S5	May become elig. for NR as sep. when regis.requirements are clarified.	7N1
4S6	May become elig. for NR as separate when eval. in another context.	7N1
4S7	May become elig. for NR as sep. when its integrity is restored.	7N1
4S8	May become elig. for NR as sep. when other like prop. are lost.	7N
4X	May become elig. for NR as contrib. to District that has not been doc.	7N
5	Ineligible for the NR but still of local interest.	5D1, 5D2, 5S, 5S2
5B	Elig. for Loc List only - Both as separate property and as contrib.	5B
5B1	Eligible for Local Listing only - Both 5S1 and 5D1.	5B
5B2	Eligible for Local Listing only - Both 5S2 and 5D2.	5B
5B3	Not Elig. Loc List but for spec. consid. in Loc Plan - Both 5S3 and 5D3.	6L
5B4	Elig. for Loc List only - Both 5S1 and 5D2.	5B
5B5	Elig. for Loc List only - Both 5S1 and 5D3.	6L
5B6	Elig. for Loc List only - Both 5S2 and 5D1.	5B
5B7	Elig. for Loc List only - Both 5S2 and 5D2.	5B
5B8	Elig. for Loc List only - Both 5S3 and 5D1.	5B
5B9	Elig. for Loc List only - Both 5S3 and 5D2.	5B
5D	Elig. for Local Listing as contributor only.	5D2
5D1	Elig. for Local Listing only-contributor to District listed or eligible under Local Ordinance	5D1
5D2	Elig. for Local Listing only-contributor to District listed or eligible under possible Local Ordinance	5D2
5D3	Not Elig. for Local Listing-contributor to District eligible for special consideration in Local Planning	6L
5N	Not Elig. for anything but Needs special consid. for other reasons.	6L
5S	Eligible for Local Listing only.	5S2
5S1	Elig for Local Listing only-listed or elig separately under Local Ordinance	5S1
5S2	Eligible for Local Listing only-likely to become eligible under Local Ordinance	5S2
5S3	Not Elig for Local Listing-is elig for special consid in Local Planning	6L
5X	Unknown	not used
6	Det. inelig. for National Register listing.	6T, 6U, 6X, 6Y, or 6Z
6CW	Removed from the Cal. Register by the SHRC	6C

Old NR Status Code	DESCRIPTION of former NR Status Codes	NEW CHR STATUS CODE
6CX	Determined ineligible for listing in the Cal. Register by the SHRC	6C
6U	Determined inelig. for NR by MOA Participant without review by SHPO	6U
6U1	Determined inelig. for NR pursuant to a PA.	6U
6U2	Det. inelig. for NR pursuant to Part 800 without review by SHPO.	6U
6W	Removed from Nat. Reg. by Keeper.	6W
6W1	Removed from Nat. Reg. by Keeper - Listed Property destroyed.	6W
6W2	Removed from NR by Keeper - Property still extant - not re-evaluated.	6W
6W3	Dist. Rmvd from NR by Kpr - Prop. extant - Appears individually elig.	6W
6X	Determined inelig. for NR by Keeper.	6X
6X1	Det. inelig. for NR by Keeper with no potential for any listing.	6X
6X2	Det. inelig. NR by Keeper, no potential for NR, n/eval for Loc List.	6X
6X3	Det. inelig. NR by Kpr, n/eval potential NR, n/eval Loc List.	6X
6Y	Det. inelig. for NR by consensus.	6Y
6Y1	Det. inelig. for NR by consensus with no potential for any listing.	6Y
6Y2	Det. Inelig. NR by consensus, no potential NR, n/eval for Loc List.	6Y
6Y3	Det. inelig. NR by consen., n/eval potential NR, n/eval Loc List.	6Y
6Y4	Det. inelig. NR/consensus, appears elig. for Loc. List or may become elig. for NR	6Y
6Z	Found inelig. for NR.	6Z, 6U, 6X, 6Y, or 6Z
6Z1	Found inelig. for NR with no potential for any listing.	6T, 6U, 6X, 6Y, or 6Z
6Z2	Found inelig. for NR, no potential for NR, n/eval for Loc List.	6T, 6U, 6X, 6Y, or 6Z
6Z3	Found.inelig. NR, n/eval for potential for NR, n/eval for Loc Lst.	6T, 6U, 6X, 6Y, or 6Z
7	Not evaluated.	7W, 7R, or possible 6s
7C	SUBMITTED TO AN INFORMATION CENTER - NOT EVALUATED	removed
7CD1	Contributor to a district listed in the Cal. Register by the SHRC	1CD
7CD2	Contributor to a district det elig for listing in the Cal Reg by the SHRC	2CD
7CRD	CR district contributor automatically by being NR-listed, det. elig. for NR, SHL > 770, or SPHI after 1/1/1998	1CL, 2B, 2S, or 2D
7CRS	CR Individual property listed automatically by being NR-listed, det. elig. for NR, SHL > 770, or SPHI after 1/1/1998	1CL, 2B, 2S, or 2D
7CS1	Individual property listed in the Cal Register by the SHRC	1CS
7CS2	Individual property det elig for listing in the Cal Register by the SHRC	2CS
7J	Received by OHP for evaluation or action but not yet evaluated.	7J, 7K, 7W
7K	Resubmitted to OHP for action but not reevaluated.	7K
7L	Evaluated for a Register other than the National Register.	7L, 1CL
7M	Submitted to OHP for eval. but not evaluated - referred to NPS.	7M
7R	Submitted as Part of a Recon Level Survey: NOT EVALUATED!	7R
None	Property without evaluation status (Mistakes)	evaluate

California Historical Resource Status Codes

1 Properties listed in the National Register (NR) or the California Register (CR)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.

1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS Listed in the CR as individual property by the SHRC.
1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.

2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS Individual property determined eligible for listing in the CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.

3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS Appears eligible for CR as an individual property through survey evaluation.

4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

4CM Master List - State Owned Properties – PRC §5024.

5 Properties Recognized as Historically Significant by Local Government

5D1 Contributor to a district that is listed or designated locally.
5D2 Contributor to a district that is eligible for local listing or designation.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

5S1 Individual property that is listed or designated locally.
5S2 Individual property that is eligible for local listing or designation.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

6 Not Eligible for Listing or Designation as Specified

6C Determined ineligible for or removed from California Register by SHRC.
6J Landmarks or Points of Interest found ineligible for designation by SHRC.
6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T Determined ineligible for NR through Part I Tax Certification process.
6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W Removed from NR by the Keeper.
6X Determined ineligible for the NR by SHRC or Keeper.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z Found ineligible for NR, CR or Local designation through survey evaluation.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation

7J Received by OHP for evaluation or action but not yet evaluated.
7K Resubmitted to OHP for action but not reevaluated.
7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M Submitted to OHP but not evaluated - referred to NPS.
7N Needs to be reevaluated (Formerly NR Status Code 4)
7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R Identified in Reconnaissance Level Survey: Not evaluated.
7W Submitted to OHP for action – withdrawn.

South Central Coastal Information Center
California Historical Resources Information System
California State University, Fullerton
Department of Anthropology
800 North State College Boulevard
Fullerton, CA 92834-6846
714.278.5395 / FAX 714.278.5542
anthro.fullerton.edu/sccic.html - sccic@fullerton.edu

Ventura
Los Angeles
Orange

March 29, 2006 SCCIC#6393.3618

Ms. Paulette Franco
Christopher A. Joseph & Associates
11849 West Olympic Boulevard, Suite 101
Los Angeles, CA 90064
310.473.1600

RE: Records Search for the Los Angeles Museum of the Holocaust

Dear Ms. Franco,

As per your request received on March 15, 2006 a records search was conducted for the above referenced project. The search includes a review of all recorded archaeological sites within a ½-mile radius of the project site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (PHI), the California Historical Landmarks (CHL), the California Register of Historical Places (CR), the National Register of Historic Places (NR), the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments listings were reviewed for the above referenced project site. The following is a discussion of the findings.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

Hollywood USGS 7.5' Quadrangle

ARCHAEOLOGICAL RESOURCES:

Two archaeological sites (19-002964 and 19-003045) have been identified within a ½-mile radius of the project site. The sites are not listed on the Archaeological Determination of Eligibility (DOE) list.

HISTORIC RESOURCES:

A review of the Hollywood 6' USGS historic map indicated that in 1926 the project area was surrounded by a network of improved roads and structures, but it appears the project site was part of the oil wells.

A review of the Santa Monica 15' (1902, reprinted 1906) USGS map indicated the project area was surrounded by a loose network of improved roads, the communities of Colegrove and Hollywood were present, the Hollywood and Cahuenga Valley Rail Road, and there were a few scattered structures and intermittent streams present.

A review of the Santa Monica 15' (1921) Corps of Engineers, U. S. Army Map indicated the project site was surrounded by an increase in the network of streets and buildings. Most notably, there is the presence of the Salt Lake Oil Fields.

The California Point of Historical Interest (2006) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a ½-mile radius of the project site.

The California Historical Landmarks (2006) of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within a ½-mile radius of the project site.

The California Register of Historical Places (2006) lists one property within a ½-mile radius of the project site (see listing under the National Register). These are properties determined to have a National Register of Historic Places Status of 1 or 2, a California Historical Landmark numbering 770 and higher, or a Point of Historical Interest listed after 1/1/1998.

The National Register of Historic Places lists one property within a ½-mile radius of the project site (see below).

19-151336- Heinsbergen Decorating Co. Bldg.
7415 Beverly Blvd. LA
National Register #84000873

The City of Los Angeles Historic-Cultural Monuments lists seven properties within a ½-mile radius of the project site (see below).

No. 183 West Façade of the Pan Pacific Auditorium(Site of)
Designed by Welton Bechet and Walter Wurdeman in 1935, it is a premier example of Streamline Modern architecture. Burned down to only west façade in 1989; demolished in 1992.
Located 7600 Beverly Boulevard. Declared: 3/1/78
19-167057

No. 275 Heinsbergen Building
Built in 1927 and designed by the architect Claude Beelman for the workshop of noted muralist and interior designer Anthony B. Heinsbergen who created murals for more than 700 theaters, including the Pantages, Wiltern, Los Angeles and Million Dollar Theaters.
Located at 7415 Beverly Boulevard. Declared:
19-151336

No. 436 Howard/ Nagin Residence
Built in 1929 and designed by Paul R. Williams, this building is an English-influenced, two-story brick, stucco and wood single-family residence.
Located at 146 South Fuller Avenue. Declared: 5/19/89

No. 444 Octavius W. Morgan Residence
This one-story Spanish Colonial Revival home built in 1929 is significant for its association with its owner Octavius Morgan, a principal in the important Los Angeles architectural firm of Morgan, Walls & Clements.
Located at 181 South Alta Vista Street. Declared: 6/20/89

No. 543 Farmers Market
Started in 1934 when the landlord provided hard pressed Depression Era farmers with a direct market. Also on the site is the 1852 Gilmore Adobe, one of the oldest extant houses in the City.
Bordered by 3rd Street, Fairfax Avenue and Gilmore Lane. Declared: 7/24/91

No. 667 The Leader Building Roof Top Neon Sign
344-346 N. Fairfax Avenue

No.2339 The Heinsberger Decorating Company Building
7415 Beverly Boulevard

The California Historic Resources Inventory (2006) lists one property (see enclosed list) that has been evaluated for historical significance within a ½-mile radius of the project site (every street within a ½-mile radius is identified and checked in the HRI).

PREVIOUS CULTURAL RESOURCES INVESTIGATIONS:

Fifteen studies (LA128*, LA447, LA1932, LA1939, LA2763, LA2881, LA4558, LA5079, LA5350, LA5354, LA6439, LA6442, LA6444, LA7359, and LA7363) have been conducted within a ½-mile radius of the project site. Of these, one is located within the project site. There are 21 additional investigations located on the Hollywood 7.5' USGS Quadrangle that are potentially within a ½-mile radius of the project site. The reports are not mapped due to insufficient locational information.
(* = Located within the project site)

RECOMMENDATIONS

According to the information on file, it appears a portion of the project site may have been surveyed for cultural resources in 1976. However, the study was conducted in 1976 and based on the report map, it is difficult to determine how much of the project site was included in the survey. There are also several cultural resources within the project area. Therefore, the office recommends you retain a professional cultural resource consultant to conduct further study of the project site.

If any building(s) 45 years and older will be affected by the proposed project, it is recommended that the building(s) be assessed and evaluated for potential historical significance.

The professional archaeologist you retain may request the records search map, archaeological site records, and bibliography from the Information Center by referencing the SCCIC number listed above for a fee (per the fee schedule).

If you have any questions regarding the results presented herein, please contact the office at 714.278.5395 Monday through Thursday 8:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Sincerely,
SCCIC

Margaret Lopez Rettele
Co-Coordinator

Enclosures:

(X) HRI – 1 page
(X) National Register Status Codes – 5 pages
(X) Referral List – 8 pages
(X) Invoice #6393.3618

APPENDIX B

AIR QUALITY CALCULATIONS

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.55	0.45	6.23	0.00	0.74
TOTALS (lbs/day, mitigated)	0.53	0.42	5.92	0.00	0.70

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.68	0.54	6.93	0.00	0.74

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Construction Emissions.urb
Project Name: Holocaust Museum - Construction Emissions
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2007
Construction Duration: 18
Total Land Use Area to be Developed: 0.46 acres
Maximum Acreage Disturbed Per Day: 0.46 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 8375

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	354.05	-	354.05
Off-Road Diesel	4.61	28.81	38.67	-	1.07	1.07	0.00
On-Road Diesel	0.46	10.26	1.73	0.02	0.24	0.20	0.04
Worker Trips	0.08	0.16	1.74	0.00	0.01	0.00	0.01
Maximum lbs/day	5.15	39.23	42.14	0.02	355.37	1.27	354.10
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.50	9.66	12.20	-	0.34	0.34	0.00
Bldg Const Worker Trips	0.02	0.01	0.19	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	1.51	9.67	12.39	0.00	0.34	0.34	0.00
Max lbs/day all phases	5.15	39.23	42.14	0.02	355.37	1.27	354.10
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.50	9.39	12.33	-	0.31	0.31	0.00
Bldg Const Worker Trips	0.01	0.01	0.18	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.96	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.01	0.17	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.81	11.61	14.71	-	0.41	0.41	0.00
Asphalt On-Road Diesel	0.01	0.14	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.01	0.00	0.13	0.00	0.00	0.00	0.00
Maximum lbs/day	5.84	11.77	15.04	0.00	0.41	0.41	0.00
Max lbs/day all phases	5.84	11.77	15.04	0.00	0.41	0.41	0.00

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '07
Phase 2 Duration: 4 months
On-Road Truck Travel (VMT): 393
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	3.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: May '07
Phase 3 Duration: 14 months
Start Month/Year for SubPhase Building: May '07
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Rough Terrain Forklifts	94	0.475	6.0
1	Skid Steer Loaders	62	0.515	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Start Month/Year for SubPhase Architectural Coatings: Jun '08
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: Jun '08
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 0.20
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	6.0
1	Paving Equipment	111	0.530	6.0

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	52.85	-	52.85
Off-Road Diesel	4.61	28.81	38.67	-	1.07	1.07	0.00
On-Road Diesel	0.46	10.26	1.73	0.02	0.24	0.20	0.04
Worker Trips	0.08	0.16	1.74	0.00	0.01	0.00	0.01
Maximum lbs/day	5.15	39.23	42.14	0.02	54.17	1.27	52.90
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.50	9.66	12.20	-	0.34	0.34	0.00
Bldg Const Worker Trips	0.02	0.01	0.19	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	1.51	9.67	12.39	0.00	0.34	0.34	0.00
Max lbs/day all phases	5.15	39.23	42.14	0.02	54.17	1.27	52.90
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.50	9.39	12.33	-	0.31	0.31	0.00
Bldg Const Worker Trips	0.01	0.01	0.18	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	3.96	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.01	0.17	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.05	-	-	-	-	-	-
Asphalt Off-Road Diesel	1.81	11.61	14.71	-	0.41	0.41	0.00
Asphalt On-Road Diesel	0.01	0.14	0.03	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.01	0.00	0.13	0.00	0.00	0.00	0.00
Maximum lbs/day	5.84	11.77	15.04	0.00	0.41	0.41	0.00
Max lbs/day all phases	5.84	11.77	15.04	0.00	0.41	0.41	0.00

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jan '07
Phase 2 Duration: 4 months
On-Road Truck Travel (VMT): 393
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Graders	174	0.575	8.0
1	Off Highway Trucks	417	0.490	3.0
1	Rubber Tired Loaders	165	0.465	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: May '07
Phase 3 Duration: 14 months
Start Month/Year for SubPhase Building: May '07
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Rough Terrain Forklifts	94	0.475	6.0
1	Skid Steer Loaders	62	0.515	6.0
1	Tractor/Loaders/Backhoes	79	0.465	6.0

Start Month/Year for SubPhase Architectural Coatings: Jun '08
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: Jun '08
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 0.20
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	6.0
1	Paving Equipment	111	0.530	6.0

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Site Grading Truck Haul Capacity (yds3) changed from 20 to 12
Site Grading Miles/Round Trip changed from 20 to 30
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0052
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0052
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

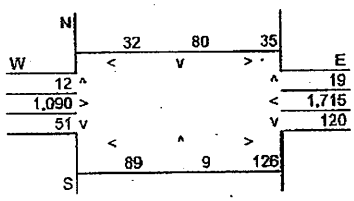
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

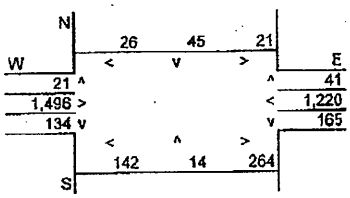
Intersection: Beverly Boulevard and Stanley Avenue
Analysis Condition: Future (2010) With Project Conditions - Weekday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Stanley Avenue	At Grade	4	20	20
East-West Roadway:	Beverly Boulevard	At Grade	4	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

	A.M.	P.M.
N-S Road:	475	764
E-W Road:	3,105	3,207

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations E.O.R.	A_2 25 Feet	A_3 50 Feet	A_4 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	475	4.51	0.07	0.06	0.05	0.04
East-West Road	11.9	7.0	5.4	3.8	3,105	4.51	1.66	0.98	0.76	0.53
P.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	764	4.51	0.11	0.09	0.08	0.06
East-West Road	11.9	7.0	5.4	3.8	3,207	4.51	1.72	1.01	0.78	0.55

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	5.7	5.8	4.2
25 Feet from Roadway Edge	5.0	5.1	3.7
50 Feet from Roadway Edge	4.8	4.9	3.5
100 Feet from Roadway Edge	4.6	4.6	3.3

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

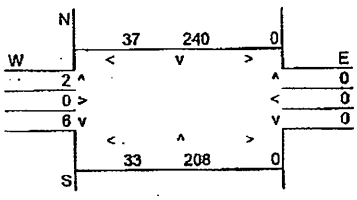
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

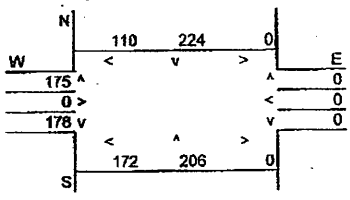
Intersection: The Grove Parking Structure Driveway and The Grove Drive
Analysis Condition: Future (2010) With Project Conditions - Weekday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	The Grove Drive	At Grade	4	20	20
East-West Roadway:	The Grove Parking Structure	At Grade	2	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

	A.M.	P.M.
N-S Road:	487	780
E-W Road:	78	635

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	487	4.51	0.26	0.15	0.12	0.08
East-West Road	3.7	2.7	2.2	1.7	78	4.51	0.01	0.01	0.01	0.01
P.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	780	4.51	0.42	0.25	0.19	0.13
East-West Road	3.7	2.7	2.2	1.7	635	4.51	0.11	0.08	0.06	0.05

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	4.3	4.5	3.3
25 Feet from Roadway Edge	4.2	4.3	3.1
50 Feet from Roadway Edge	4.1	4.3	3.1
100 Feet from Roadway Edge	4.1	4.2	3.0

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

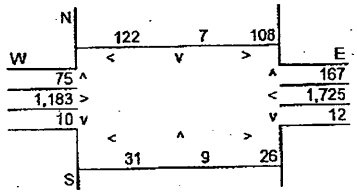
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

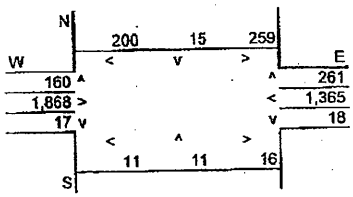
Intersection: 3rd Street and The Grove Drive
Analysis Condition: Future (2010) With Project Conditions - Weekday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	The Grove Drive	At Grade	4	20	20
East-West Roadway:	3rd Street	At Grade	4	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	488	N-S Road:	906
E-W Road:	3,221	E-W Road:	3,787

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	A_4	B	C				
	Reference CO Concentrations				Traffic	Emission	Estimated CO Concentrations			
Roadway	E.O.R.	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	488	4.51	0.07	0.06	0.05	0.04
East-West Road	11.9	7.0	5.4	3.8	3,221	4.51	1.73	1.02	0.78	0.55
P.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	906	4.51	0.13	0.11	0.09	0.07
East-West Road	11.9	7.0	5.4	3.8	3,787	4.51	2.03	1.19	0.92	0.65

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	5.8	6.2	4.4
25 Feet from Roadway Edge	5.1	5.3	3.8
50 Feet from Roadway Edge	4.8	5.0	3.6
100 Feet from Roadway Edge	4.6	4.7	3.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

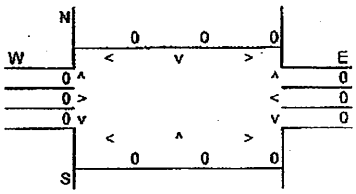
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

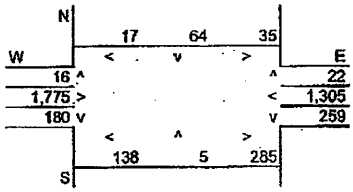
Intersection: Beverly Boulevard and Stanley Avenue
Analysis Condition: Future (2010) With Project Conditions - Sunday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Stanley Avenue	At Grade	4	20	10
East-West Roadway:	Beverly Boulevard	At Grade	4	20	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	931
E-W Road:	0	E-W Road:	3,681

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations E.O.R.	A_2 25 Feet	A_3 50 Feet	A_4 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	0	4.51	0.00	0.00	0.00	0.00
East-West Road	3.3	2.6	2.2	1.7	0	4.51	0.00	0.00	0.00	0.00
P.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	931	6.25	0.19	0.15	0.13	0.10
East-West Road	11.9	7.0	5.4	3.8	3,681	6.25	2.74	1.61	1.24	0.87

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	4.0	6.9	4.9
25 Feet from Roadway Edge	4.0	5.8	4.1
50 Feet from Roadway Edge	4.0	5.4	3.9
100 Feet from Roadway Edge	4.0	5.0	3.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

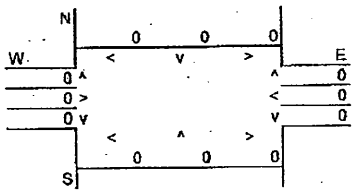
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

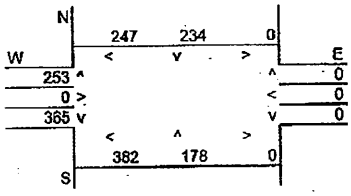
Intersection: The Grove Parking Structure Driveway and The Grove Drive
Analysis Condition: Future (2010) With Project Conditions - Sunday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	The Grove Drive	At Grade	4	20	20
East-West Roadway:	The Grove Parking Structure	At Grade	2	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,159
E-W Road:	0	E-W Road:	1,247

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations E.O.R.	A_2 25 Feet	A_3 50 Feet	A_4 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.8	0	4.51	0.00	0.00	0.00	0.00
East-West Road	3.7	2.7	2.2	1.7	0	4.51	0.00	0.00	0.00	0.00
P.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	1,159	4.51	0.17	0.14	0.11	0.09
East-West Road	14.0	7.6	5.7	4.0	1,247	4.51	0.79	0.43	0.32	0.22

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	4.0	5.0	3.6
25 Feet from Roadway Edge	4.0	4.6	3.3
50 Feet from Roadway Edge	4.0	4.4	3.2
100 Feet from Roadway Edge	4.0	4.3	3.1

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Title: Holocaust Museum

Background Information

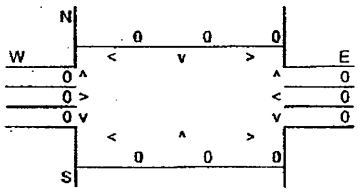
Nearest Air Monitoring Station measuring CO:	SCAQMD Station 087
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.9
Persistence Factor:	0.7
Analysis Year:	2010

Roadway Data

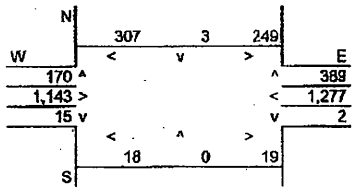
Intersection: 3rd Street and The Grove Drive
Analysis Condition: Future (2010) With Project Conditions - Sunday

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	The Grove Drive	At Grade	4	20	20
East-West Roadway:	3rd Street	At Grade	4	20	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,118
E-W Road:	0	E-W Road:	3,079

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations E.O.R.	A_2 25 Feet	A_3 50 Feet	A_4 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations E.O.R.	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour										
North-South Road	11.9	7.0	5.4	3.6	0	4.51	0.00	0.00	0.00	0.00
East-West Road	3.3	2.6	2.2	1.7	0	4.51	0.00	0.00	0.00	0.00
P.M. Peak Traffic Hour										
North-South Road	3.3	2.6	2.2	1.7	1,118	4.51	0.17	0.13	0.11	0.09
East-West Road	11.9	7.0	5.4	3.8	3,079	4.51	1.65	0.97	0.75	0.53

[1] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).
[2] Emission factors from EMFAC2002 (2003).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
Roadway Edge	4.0	5.8	4.2
25 Feet from Roadway Edge	4.0	5.1	3.7
50 Feet from Roadway Edge	4.0	4.9	3.5
100 Feet from Roadway Edge	4.0	4.6	3.3

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.49	0.67	6.02	0.00	0.74
TOTALS (lbs/day, mitigated)	0.47	0.63	5.72	0.00	0.70

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.53	0.75	6.09	0.00	0.74

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.49	0.67	6.02	0.00	0.74
TOTAL EMISSIONS (lbs/day)	0.49	0.67	6.02	0.00	0.74

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		10.14 trips/1000 sq. ft.	8.38	84.92
		Sum of Total Trips		84.92
		Total Vehicle Miles Traveled		487.46

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.47	0.63	5.72	0.00	0.70
TOTAL EMISSIONS (lbs/day)	0.47	0.63	5.72	0.00	0.70
PERCENTAGE REDUCTION %	5	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		9.62 trips/1000 sq. ft.	8.38	80.60
		Sum of Total Trips		80.60
		Total Vehicle Miles Traveled		462.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures
==========

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.09%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 8
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3%
Inputs Selected:
The Number of Intersections per Square Mile is 0
The Percent of Streets with Sidewalks on One Side is 0%
The Percent of Streets with Sidewalks on Both Sides is 100%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable,
Direct Parallel Routes Exist is 0%

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0
The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The consumer products option switch changed from on to off.
The landscape year changed from 2005 to 2010.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The mitigation option switch changed from off to on.
The light auto percentage changed from 54.7 to 60.92.
The light truck < 3750 lbs percentage changed from 15.2 to 16.93.
The light truck 3751-5750 percentage changed from 16.2 to 18.04.
The med truck 5751-8500 percentage changed from 7.3 to 0.30.
The lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.05.
The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.01.
The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
The urban bus percentage changed from 0.2 to 0.22.
The motorcycle percentage changed from 1.6 to 1.78.
The school bus percentage changed from 0.1 to 0.11.
The motorhome percentage changed from 1.4 to 1.56.
The operational emission year changed from 2005 to 2010.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth - No summer emissions					
Landscaping	0.09	0.01	0.63	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.55	0.45	6.23	0.00	0.74
TOTAL EMISSIONS (lbs/day)	0.55	0.45	6.23	0.00	0.74

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		10.14 trips/1000 sq. ft.	8.38	84.92
		Sum of Total Trips		84.92
		Total Vehicle Miles Traveled		487.46

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.53	0.42	5.92	0.00	0.70
TOTAL EMISSIONS (lbs/day)	0.53	0.42	5.92	0.00	0.70
PERCENTAGE REDUCTION %	4	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 **Season: Summer**

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		9.62 trips/1000 sq. ft.	8.38	80.60
		Sum of Total Trips		80.60
		Total Vehicle Miles Traveled		462.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.09%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 8
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3%
Inputs Selected:
The Number of Intersections per Square Mile is 0
The Percent of Streets with Sidewalks on One Side is 0%
The Percent of Streets with Sidewalks on Both Sides is 100%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable,
Direct Parallel Routes Exist is 0%

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0
The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The consumer products option switch changed from on to off.
The landscape year changed from 2005 to 2010.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The mitigation option switch changed from off to on.
The light auto percentage changed from 54.7 to 60.92.
The light truck < 3750 lbs percentage changed from 15.2 to 16.93.
The light truck 3751-5750 percentage changed from 16.2 to 18.04.
The med truck 5751-8500 percentage changed from 7.3 to 0.30.
The lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.05.
The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.01.
The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
The urban bus percentage changed from 0.2 to 0.22.
The motorcycle percentage changed from 1.6 to 1.78.
The school bus percentage changed from 0.1 to 0.11.
The motorhome percentage changed from 1.4 to 1.56.
The operational emission year changed from 2005 to 2010.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2002

Project Name: Holocaust Museum
nalysis Scenario: Future With Project Fleet Mix - Weekday

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2002 for Windows computer program developed for the Yolo-Solano Air Quality Management District in May 2003. URBEMIS 2002 is programmed with EMFAC 2002 emission factors developed by the California Air

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2002. These changes were made to more accurately reflect the nature of the proposed land use.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared

Vehicle Fleet Mix

URBEMIS 2002 is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total	
Automobiles	54.7%	
Light-Duty Trucks <3,750 pounds	15.2%	
Light-Duty Trucks 3,751-5,750 pounds	16.2%	
Medium-Duty Trucks 5,751-8,500 pounds	7.3%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	1.1%	10.60% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.3%	
Medium-Heavy-Duty Trucks 14,001-33,000 pot	1.0%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.9%	
Line-Haul Vehicles	0.0%	
Urban Buses	0.2%	
Motorcycles	1.6%	
School Buses	0.1%	
Motor Homes	1.4%	

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use

ITE Code	Project Land Use:	Truck %	ADT	Truck #
590	Library	0.44%	85	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
		Project Totals:	85	0
		Project Truck %:	0.44%	

Vehicle Type	Total	
Automobiles	60.92%	
Light-Duty Trucks <3,750 pounds	16.93%	
Light-Duty Trucks 3,751-5,750 pounds	18.04%	
Medium-Duty Trucks 5,751-8,500 pounds	0.30%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	0.05%	0.44% Total Trucl
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.01%	
Medium-Heavy-Duty Trucks 14,001-33,000 pot	0.04%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.04%	
Line-Haul Vehicles	0.00%	
Urban Buses	0.22%	
Motorcycles	1.78%	
School Buses	0.11%	
Motor Homes	1.56%	

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS 2002

Project Name: Holocaust Museum
nalysis Scenario: Future With Project Fleet Mix - Sunday

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS 2002 for Windows computer program developed for the Yolo-Solano Air Quality Management District in May 2003. URBEMIS 2002 is programmed with EMFAC 2002 emission factors developed by the California Air

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS 2002. These changes were made to more accurately reflect the nature of the proposed land use.

Vehicle Trip Rates
The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared

Vehicle Fleet Mix
URBEMIS 2002 is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total	
Automobiles	54.7%	
Light-Duty Trucks <3,750 pounds	15.2%	
Light-Duty Trucks 3,751-5,750 pounds	16.2%	
Medium-Duty Trucks 5,751-8,500 pounds	7.3%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	1.1%	
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.3%	10.60% Total Trucl
Medium-Heavy-Duty Trucks 14,001-33,000 pot	1.0%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.9%	
Line-Haul Vehicles	0.0%	
Urban Buses	0.2%	
Motorcycles	1.6%	
School Buses	0.1%	
Motor Homes	1.4%	

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use. The percentage of trucks for each land use

ITE Code	Project Land Use:	Truck %	ADT	Truck #
590	Library	0.44%	144	1
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
0			0	0
		Project Totals:	144	1
		Project Truck %:	0.44%	

Vehicle Type	Total	
Automobiles	60.92%	
Light-Duty Trucks <3,750 pounds	16.93%	
Light-Duty Trucks 3,751-5,750 pounds	18.04%	
Medium-Duty Trucks 5,751-8,500 pounds	0.30%	
Light-Heavy-Duty Trucks 8,501-10,000 pounds	0.05%	
Light-Heavy-Duty Trucks 10,001-14,000 pound	0.01%	0.44% Total Trucl
Medium-Heavy-Duty Trucks 14,001-33,000 pot	0.04%	
Heavy-Heavy-Duty Trucks 33,001-60,000 pour	0.04%	
Line-Haul Vehicles	0.00%	
Urban Buses	0.22%	
Motorcycles	1.78%	
School Buses	0.11%	
Motor Homes	1.56%	

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.55	0.45	6.23	0.00	0.74
TOTALS (lbs/day, mitigated)	0.53	0.42	5.92	0.00	0.70

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.68	0.54	6.93	0.00	0.74

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.49	0.67	6.02	0.00	0.74
TOTALS (lbs/day, mitigated)	0.47	0.63	5.72	0.00	0.70

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.53	0.75	6.09	0.00	0.74

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.49	0.67	6.02	0.00	0.74
TOTAL EMISSIONS (lbs/day)	0.49	0.67	6.02	0.00	0.74

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		10.14 trips/1000 sq. ft.	8.38	84.92
		Sum of Total Trips		84.92
		Total Vehicle Miles Traveled		487.46

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.47	0.63	5.72	0.00	0.70
TOTAL EMISSIONS (lbs/day)	0.47	0.63	5.72	0.00	0.70
PERCENTAGE REDUCTION %	5	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		9.62 trips/1000 sq. ft.	8.38	80.60
		Sum of Total Trips		80.60
		Total Vehicle Miles Traveled		462.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.09%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 8
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3%
Inputs Selected:
The Number of Intersections per Square Mile is 0
The Percent of Streets with Sidewalks on One Side is 0%
The Percent of Streets with Sidewalks on Both Sides is 100%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable,
Direct Parallel Routes Exist is 0%

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0
The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The consumer products option switch changed from on to off.
The landscape year changed from 2005 to 2010.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The mitigation option switch changed from off to on.
The light auto percentage changed from 54.7 to 60.92.
The light truck < 3750 lbs percentage changed from 15.2 to 16.93.
The light truck 3751-5750 percentage changed from 16.2 to 18.04.
The med truck 5751-8500 percentage changed from 7.3 to 0.30.
The lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.05.
The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.01.
The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
The urban bus percentage changed from 0.2 to 0.22.
The motorcycle percentage changed from 1.6 to 1.78.
The school bus percentage changed from 0.1 to 0.11.
The motorhome percentage changed from 1.4 to 1.56.
The operational emission year changed from 2005 to 2010.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Weekday).ur
Project Name: Holocaust Museum - Operational Emissions (Weekday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth - No summer emissions					
Landscaping	0.09	0.01	0.63	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.55	0.45	6.23	0.00	0.74
TOTAL EMISSIONS (lbs/day)	0.55	0.45	6.23	0.00	0.74

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		10.14 trips/1000 sq. ft.	8.38	84.92
		Sum of Total Trips		84.92
		Total Vehicle Miles Traveled		487.46

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.53	0.42	5.92	0.00	0.70
TOTAL EMISSIONS (lbs/day)	0.53	0.42	5.92	0.00	0.70
PERCENTAGE REDUCTION %	4	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		9.62 trips/1000 sq. ft.	8.38	80.60
		Sum of Total Trips		80.60
		Total Vehicle Miles Traveled		462.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.09%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 8
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3%
Inputs Selected:
The Number of Intersections per Square Mile is 0
The Percent of Streets with Sidewalks on One Side is 0%
The Percent of Streets with Sidewalks on Both Sides is 100%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable,
Direct Parallel Routes Exist is 0%

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0
The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The consumer products option switch changed from on to off.
The landscape year changed from 2005 to 2010.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
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Changes made to the default values for Operations

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The light truck 3751-5750 percentage changed from 16.2 to 18.04.
The med truck 5751-8500 percentage changed from 7.3 to 0.30.
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The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
The urban bus percentage changed from 0.2 to 0.22.
The motorcycle percentage changed from 1.6 to 1.78.
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The operational emission year changed from 2005 to 2010.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Sunday).urb
Project Name: Holocaust Museum - Operational Emissions (Sunday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.85	0.76	10.60	0.01	1.25
TOTALS (lbs/day, mitigated)	0.81	0.72	10.06	0.01	1.19

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.98	0.85	11.30	0.01	1.25

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Sunday).urb
Project Name: Holocaust Museum - Operational Emissions (Sunday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.83	1.14	10.25	0.01	1.25
TOTALS (lbs/day, mitigated)	0.79	1.08	9.73	0.01	1.19

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.87	1.22	10.32	0.01	1.25

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Sunday).urb
Project Name: Holocaust Museum - Operational Emissions (Sunday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.04	0.08	0.07	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.83	1.14	10.25	0.01	1.25
TOTAL EMISSIONS (lbs/day)	0.83	1.14	10.25	0.01	1.25

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		17.25 trips/1000 sq. ft.	8.38	144.47
		Sum of Total Trips		144.47
		Total Vehicle Miles Traveled		829.25

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.79	1.08	9.73	0.01	1.19
TOTAL EMISSIONS (lbs/day)	0.79	1.08	9.73	0.01	1.19
PERCENTAGE REDUCTION %	5	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		16.37 trips/1000 sq. ft.	8.38	137.12
		Sum of Total Trips		137.12
		Total Vehicle Miles Traveled		787.05

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
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Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	0.05	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.01	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.04	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATION OPTIONS SELECTED

Non-Residential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 0.09%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 8
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3%
Inputs Selected:
The Number of Intersections per Square Mile is 0
The Percent of Streets with Sidewalks on One Side is 0%
The Percent of Streets with Sidewalks on Both Sides is 100%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable, Direct Parallel Routes Exist is 0%

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for Library changed from 45 to 100
The Diverted Trip % for Library changed from 45 to 0
The Pass-By Trip % for Library changed from 10 to 0
The Primary Trip % for Blank changed from 90 to 100
The Diverted Trip % for Blank changed from 10 to 0

Changes made to the default values for Area

The hearth option switch changed from on to off.
The consumer products option switch changed from on to off.
The landscape year changed from 2005 to 2010.
The residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.
The nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0052.

Changes made to the default values for Operations

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The med truck 5751-8500 percentage changed from 7.3 to 0.30.
The lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.05.
The lite-heavy truck 10001-14000 percentage changed from 0.3 to 0.01.
The med-heavy truck 14001-33000 percentage changed from 1.0 to 0.04.
The heavy-heavy truck 33001-60000 percentage changed from 0.9 to 0.04.
The urban bus percentage changed from 0.2 to 0.22.
The motorcycle percentage changed from 1.6 to 1.78.
The school bus percentage changed from 0.1 to 0.11.
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The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Operational Emissions (Sunday).urb
Project Name: Holocaust Museum - Operational Emissions (Sunday)
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

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

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.01	0.08	0.07	0	0.00
Hearth - No summer emissions					
Landscaping	0.09	0.01	0.63	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.03	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.13	0.09	0.70	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.85	0.76	10.60	0.01	1.25
TOTAL EMISSIONS (lbs/day)	0.85	0.76	10.60	0.01	1.25

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		17.25 trips/1000 sq. ft.	8.38	144.47
		Sum of Total Trips		144.47
		Total Vehicle Miles Traveled		829.25

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	60.92	1.10	98.70	0.20
Light Truck < 3,750 lbs	16.93	2.00	96.00	2.00
Light Truck 3,751- 5,750	18.04	1.20	98.10	0.70
Med Truck 5,751- 8,500	0.30	1.40	95.90	2.70
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Heavy-Heavy 33,001-60,000	0.04	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.22	0.00	50.00	50.00
Motorcycle	1.78	68.80	31.20	0.00
School Bus	0.11	0.00	0.00	100.00
Motor Home	1.56	7.10	85.70	7.20

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)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Library				5.0	2.5	92.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Library	0.81	0.72	10.06	0.01	1.19
TOTAL EMISSIONS (lbs/day)	0.81	0.72	10.06	0.01	1.19
PERCENTAGE REDUCTION %	4	5	5	5	5

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Library		16.37 trips/1000 sq. ft.	8.38	137.12
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% of Trips - Residential	20.0	37.0	43.0			
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The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
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Percent Reduction in Trips is 3%
Inputs Selected:
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The Percent of Streets with Sidewalks on Both Sides is 100%
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The school bus percentage changed from 0.1 to 0.11.
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The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2006 Projects\Holocaust Museum\AQ Data\URBEMIS Runs\Construction Emissions.urb
Project Name: Holocaust Museum - Construction Emissions
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	5.15	39.23	42.14	0.02	355.37	1.27	354.10
TOTALS (lbs/day, mitigated)	5.15	39.23	42.14	0.02	54.17	1.27	52.90

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	5.84	11.77	15.04	0.00	0.41	0.41	0.00
TOTALS (lbs/day, mitigated)	5.84	11.77	15.04	0.00	0.41	0.41	0.00

APPENDIX C

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

Conducted at

The Holocaust Memorial in Pan Pacific Park
7600 Beverly Blvd.
Los Angeles, CA

November 21, 2005

Enviropro, Inc. Project No. E0973001

Prepared for

Ms. Rachel Jagoda Lithgow
Executive Director
Los Angeles Museum of the Holocaust
6435 Wilshire Blvd., Suite 303
Los Angeles, CA 90048

© Enviropro, Inc.

November 21, 2005

Ms. Rachel Jagoda Lithgow
Executive Director
Los Angeles Museum of the Holocaust
6435 Wilshire Blvd., Suite 303
Los Angeles, CA 90048

Project No. E0973001

Subject: **Phase I Environmental Site Assessment Report for:**
The Holocaust Memorial at Pan Pacific Park:
7600 Beverly Blvd., Los Angeles, CA

Dear Ms. Lithgow:

Enclosed you will find Enviropro, Inc.'s "Phase I Environmental Site Assessment Report" conducted for the above-referenced property.

If you have questions or need further information, please call us at (818) 998-7197.

Sincerely,

ENVIROPRO, INC.

Avital M. Oliveau, REA #06663
Sr. Environmental Engineer

Michael M. Uziel, Ph.D.
Vice President/Principal Engineer

AO/

Enclosures

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I. References

1.0 EXECUTIVE SUMMARY

We have completed this Phase I Environmental Site Assessment during October and November 2005 in conformance with the scope and limitations of ASTM Practice E 1527-00 for the property located at The Holocaust Memorial at Pan Pacific Park: 7600 Beverly Blvd., Los Angeles, CA, hereinafter "the site."

It is Enviropro's opinion that this analysis has not shown present or historic operations on or adjacent to the subject site which pose an environmental concern at this time.

- Historical research for the site has found that the site was previously used as a parking lot from its initial development, until the current memorial was built. This does not pose a recognized environmental condition for this site because no operations are recorded onsite which could pose an environmental concern.
- Historical research for the adjacent sites has found that there are two sites listed in the database report which have a low likelihood for concern, but the appropriate files at the environmental regulatory agencies may be recommended.
- Currently, the property is occupied by a Holocaust memorial. These operations do not pose a recognized environmental conditions for this site because there are no operations onsite which use/produce hazardous waste or that could pose an environmental concern.
- Currently, the adjacent properties are occupied by a post office, The Grove shopping center and the rest of Pan Pacific Park. These operations have a low likelihood for concern, but the appropriate files at the environmental regulatory agencies may be recommended.

In summary, this assessment has revealed no significant evidence of recognized environmental conditions in connection with the property.

This study is subject to limitations in Section 2.4.

2.0 INTRODUCTION

2.1 Purpose and Scope

During October and November 2005, Enviropro, Inc. (Enviropro) performed a Phase I Environmental Site Assessment (ESA) for the property located at The Holocaust Memorial at Pan Pacific Park: 7600 Beverly Blvd., Los Angeles, CA (the site). The ESA was performed for The Los Angeles Museum of the Holocaust (the client) in accordance with the Enviropro proposal dated October 12, 2005, and approved by the client on October 28, 2005 (the contract). This assessment has been performed according to the American Society for Testing and Materials (ASTM) Standard Designation E 1527-00, *Standard Practice for Environmental Site Assessments, Phase I Environmental Site Assessment Process*. The objective of Enviropro's ESA was to identify any "recognized environmental

conditions" as described in ASTM E 1527-00. A recognized environmental condition is defined by ASTM as:

> "The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with environmental laws. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not recognized environmental conditions."

The ESA consisted of (1) records review, (2) site reconnaissance, (3) interviews, and (4) a report. The results of Enviropro's ESA are described below:

2.2 Detailed Scope of Services

- Conduct a walk-through visual inspection of the site to identify potential sources or signs of possible or recognized environmental conditions. This site inspection includes an inspection of the property and limited inspection of adjacent sites and the surrounding area with attention to potential or present sources of environmental concern to the site.

  The site walk-through also includes interviews with site management, occupants, and other available persons regarding site history, waste handling practices, current environmental concerns, and other pertinent environmental concerns. Issues concerning the nature of the building(s) presently on-site, their current conditions, housekeeping, and plans for future construction are addressed, if applicable, possible, and/or necessary.

  Photographs documenting the site visit are presented in Appendix B.

- Review available historical aerial photographs, fire insurance maps, and other readily available historical documentation (if any), to document the previous use of the site. Copies of the aerial photographs or fire insurance maps are not included in the report due to copyright limitations.

- Interview knowledgeable persons, if available, regarding relevant site history.

- Commission an environmental database records search and report from an environmental regulatory database vendor for information pertaining to soil and/or groundwater contamination at the subject site and surrounding properties. The

different databases will be searched according to the distances from the subject site as required by ASTM.

- Contact the following agencies to determine whether they maintain file(s) on the subject property. The following is a general list of agencies to be contacted:
  - The local Fire Department
  - The local Department of Public Works
  - The state Regional Water Quality Control Board
  - The State Environmental Protection Agency, Department of Toxic Substances Control
  - The local Department of Health Services
- Prepare an overview of the geologic, hydrogeologic, and topographic setting for the general subject site and surrounding area as related to environmental issues.
- Preparation of this report documenting the results of the investigation.

2.3 Significant Assumptions

No significant assumptions beyond those allowed by the ASTM Standard Practice E 1527-00, or those described in this report, were made in the performance of this assessment.

2.4 Limitations and Exceptions

No exceptions to the ASTM Standard Practice E 1527-00 were taken. No data failure was encountered.

2.5 Special Terms and Conditions

This Phase I Environmental Site Assessment has been performed according to our contract with The Los Angeles Museum of the Holocaust dated October 12, 2005. A copy of this contract, including the terms and conditions of our work, is presented in Appendix G.

2.6 User Reliance

This Phase I Environmental Site Assessment report is for the exclusive use of The Los Angeles Museum of the Holocaust. No other party may rely on this report without Enviropro, Inc.'s prior written authorization. This report is valid for up to one year from issue date.

3.0 SITE DESCRIPTION

3.1 Location and Legal Description

The property is located at the northwest corner of Pan Pacific Park, in Los Angeles, CA. While the subject site is a small portion of the park, the park's address was used for agency file searches and other address related searches, if applicable. The Site Location Map, Appendix A, also shows the site location.

No legal description was furnished.

3.2 Site and Vicinity General Characteristics

The subject site is situated in a mixed-use commercial/residential area. The Site Plan, Appendix A, shows the property and adjacent site characteristics. The site consists of a gated Holocaust memorial, which has six granite pillars, stone walkways, stairs and walls. To the west of this area, is a small grassy area which is unoccupied and ends along Grove Drive. Also part of the site is a covered, paved, patio area, labeled as a picnic area, also along Grove Dr. and is situated directly south of the small grassy area described above.

3.3 Current Property Use

Table 1
Current Property Use
7600 Beverly Blvd., Los Angeles, CA

Structure No.	No. Of Stories	Approx. Age	Occupant Name	Business Conducted On-Site
1	N/A	10 yrs	Holocaust Memorial	None – public use
2	N/A	10-15 yrs	Pan Pacific Park picnic area	None – public use

Parking for the subject site is present at the north end of the property, at Beverly Blvd.

3.4 Current Adjoining Properties

The adjacent sites are described below:

North- A body shop and misc. retail shops and restaurants
South- Pan Pacific Park
East- Pan Pacific Park
West- Grove Dr. borders the site to the west. Across Grove Dr. are residential apartment buidings.

4.0 USER PROVIDED INFORMATION

The user furnished no title records information, and had no knowledge of environmental liens or activity and use limitations for the property. No valuation reduction for environmental issues was identified. The user reported no specialized knowledge or experience related to recognized environmental conditions.

4.1 Owner and Occupant Information

Property Owner(s): City of Los Angeles
Property Occupant(s): The Los Angeles Museum of the Holocaust, Pan Pacific Park
User(s) of this Report: The Los Angeles Museum of the Holocaust

4.2 Reason for Performing Phase I

The user indicated that this Phase I ESA is being performed because they are performing necessary due diligence to further develop the memorial. No further information was disclosed.

4.3 Site Documentation

Table 2 summarizes the documents requested from the property owner, site manager (if one was identified), and report user (if different from the property owner), and the results of this request.

Table 2
User Provided Site Documentation
7600 Beverly Blvd., Los Angeles, CA

Document Type	Provided?	Summary
Previous Environmental Assessment Reports	No	Not Applicable
Environmental Audit Reports	No	Not Applicable
Environmental Permits	No	Not Applicable
UST or AST Registrations	No	Not Applicable
MSDS Sheets	No	Not Applicable
Community Right-To-Know Plans	No	Not Applicable
Safety Plans	No	Not Applicable
Hydrogeologic Reports	No	Not Applicable
Government Agency Notices or Correspondence	No	Not Applicable
Hazardous Waste Generator Notices or Reports	No	Not Applicable
Geotechnical Studies	No	Not Applicable

4.4 Valuation Reduction for Environmental Liens

No valuation reduction related to environmental liens was reported for the subject property.

5.0 RECORDS REVIEW

The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the subject site.

5.1 Standard Environmental Record Sources

A record search was conducted by Enviropro, Inc. through Environmental Data Resources (EDR) database service for the subject site and surrounding sites (see report, Appendix C). The databases have been searched within the minimum search distance as per ASTM requirements. Please note that the statements made below are based on this database search. Enviropro, Inc. has no control over how current these listings are. Therefore, there is a likelihood that they may not represent the entire sum of known or potential hazardous waste or contaminated sites. The accuracy of the EDR report is constrained by the limits of care and professional skill exercised by the government who compiles the databases and by the subcontractor. The database report can be found in Appendix C. Please refer to the database report for a complete list of databases searched and their search distance.

Considering the available information discussed above, site's location, hydrogeology, the status and the relative location of the facilities listed in the database report, the sites summarized in Table 3 may pose a potential environmental concern to the subject site at this time.

In general, sites which are just listed as hazardous waste generators are not necessarily a concern to the subject site, and have not been discussed in this section of the report. A detailed description of these sites can be found in Appendix C.

Please note that LUST or other sites which have been presented in the database report, but which have had their case closed have not been discussed, (unless they required special notation and are discussed in Table 3 above) in this section of the report since they are not likely to cause an environmental concern to the subject site. Detailed information regarding these sites is presented in the database report in Appendix C.

The orphan site summary list was also reviewed and, based on the available information in the database report, there were no apparent sites listed which were likely to pose an environmental concern to the subject site.

Table 3
Database Sites With Potential Environmental Concern
To 7600 Beverly Blvd., Los Angeles, CA

Site Name	Address	Distance from Site	Database	Reason for Concern
Salt Lake Property	111 S. Stanley	<1/8 mi.	REF	This site was referred to the DTSC by the Fire Dept. for an undisclosed violation. No further information is provided.
Texaco Gas Station	7718 Beverly Blvd.	1/8 – ¼ mi.	LUST CORTESE, HIST UST CA FID UST SWEEPS	This site has had leaking underground tank(s) which have affected groundwater. According to the database report, a remediation plan has been submitted.
CBS Television City	7800 Beverly Blvd.	¼ - ½ mi.	LUST CHMIRS Cortese HIST UST EMI	This site had diesel-affected soil and groundwater which was excavated and removed. According to the database report, this case is closed and is not a concern to the subject site.
Apro Station #2	7900 Beverly Blvd.	¼ - ½ mi.	LUST	This site has gasoline-affected soil due to a leaking underground tank. Since only soil has been affected, and due to the distance from the subject site, this site is not likely an environmental concern.
MAS Auto Service	371 Fairfax Ave.	¼ - ½ mi.	LUST Cortese	This site is downgradient from the subject site and is therefore not considered to be an environmental concern at this time.

5.2 Additional Environmental Record Sources

A regulatory agency search was conducted for information pertaining to soil and/or groundwater contamination at the property located at the Site. Correspondence documentation is presented in Appendix D.

The following is a list of the agencies contacted and responses received:

A. City of Los Angeles Fire Department:

No records were found for the subject property according to the file clerk.

B. Los Angeles County Department of Public Works (DPW):

The Los Angeles County Department of Public Works does not have jurisdiction over the subject site for underground tanks.

C. California Regional Water Quality Control Board (RWQCB) Los Angeles Region:

No records were found for the subject property according to Raul Lima, a file clerk.

D. Los Angeles Department of Health Services:

The LADOHS requires a written request for all file information, and does not respond within the ASTM time guidelines for reasonably ascertainable information. Therefore, no file information request has been sent to the LADOHS.

This government agency did not respond in time to be included due to this report's deadline and time constraints. If this agency does respond, the client will be notified.

E. California Environmental Protection Agency, Department of Toxic Substances Control (DTSC):

No records were found for the subject property according to Jone Barrio.

5.3 Physical Setting

Based on the USGS 7.5 Minute Topographic Map, Hollywood Quadrant that covers the subject site, the subject site is located at an elevation of approximately 200 feet above mean sea level. The local topography slopes gently to the southwest. This was confirmed during the site inspection. Based on local geologic information, the soils in the site area can be expected to be alluvial. Table 4 below summarizes information obtained from the local Department of Public Works, Hydrogeologic Records in order to estimate the groundwater conditions at and around the subject site.

Table 4
Groundwater Well Information Within the Area of
7600 Beverly Blvd., Los Angeles, CA

Well No.	Location	Well Head Elevation	Depth to Groundwater	Date Last Measured
2642P	Along Beverly Blvd., just west of Stanley	200'	12.7'	12/1/04
2642D	In the center of Pan Pacific Park, across from 1st St.	203.0	19.4	183.6
2642M	Along Beverly Blvd., just west of Gardner St.	210.2'	10.7'	12/1/04

As extrapolated from the groundwater information provided above and from previous assessment reports, groundwater at the site can be estimated to be approximately 15 feet below ground surface, with a southwest direction.

5.4 Historical Use Information

The objective of consulting historical records is to develop a history of the site and surrounding site use(s) in order to help identify the likelihood of past uses having led to recognized environmental conditions at the subject site. The sources listed below were searched.

5.4.1 Results of the Aerial Photograph Review

High-altitude aerial photographs, the oldest of which dates back to 1928, were reviewed by an Enviropro, Inc. representative for the subject property. The aerial photographs were provided by the Fairchild, Laval, Teledyne and USGS libraries. These photographs were reviewed with attention to possible recognizable environmental conditions due to past activities on and around the property. Copies of the aerial photographs reviewed are not provided in Appendix E due to copyright limitations. A description of each aerial photograph reviewed is presented in Table 5.

5.4.2 Results of the Fire Insurance Maps Review

Environmental Data Resources (EDR), provided map coverage for this site. The following map libraries were searched: Bracey, Bromley, Dakin, Hexamer, Hopkins, Manufacturer's Mutual Fire Insurance Maps, Nirenstein Real Estate Atlasas, Sanborn Fire Insurance Map Collections, Scarlett and Scarlett, Rascher, and William Baist. Copies of the fire insurance maps reviewed are not provided in Appendix D due to copyright limitations. The following is a summary of the available maps provided to Enviropro.

Table 5
Aerial Photograph Review Summary
7600 Beverly Blvd., Los Angeles, CA

Photograph No.	Date	Description	
Fairchild	1928	Subject Site:	The subject site is vacant and undeveloped.
		Adjacent Sites:	Adjacent sites are also mainly vacant and undeveloped.
Laval	1938	Subject Site:	The subject site is vacant and undeveloped.
		Adjacent Sites:	The area to the north has some commercial development along the north side of Beverly Blvd. A large stadium, Gilmore Stadium) has been constructed to the west, at the current location of the CBS Studio. East of the site is a large auditorium building. South is still vacant.
Fairchild	1947	Subject Site:	The subject site has one very small structure, and is mainly used for parking..
		Adjacent Sites:	There is more commercial development on the north side of Beverly Blvd., the post office still hasn't been built, directly north of the site, and that area is also used for parking. Another commercial building has been built north of the auditorium. The area south of the site is used for parking and is mostly vacant.
Fairchild	1956	Subject Site:	The subject site appears the same as in the previous photograph.
		Adjacent Sites:	The areas to the north, east and west appear the same as in the previous photograph.
Fairchild	1965	Subject Site:	The subject site is vacant with no cars..
		Adjacent Sites:	The area north, east and south appear similar, in general use to the previous photograph. To the west, the baseball field has been replaced by vacant land and an oil well.

Table 5 (cont.)
Aerial Photograph Review Summary
7600 Beverly Blvd., Los Angeles, CA

Photograph No.	Date	Description	
Teledyne	1976	Subject Site: Adjacent Sites:	The subject site is vacant. The current building occupied by the post office is now present. The surrounding adjacent areas have no apparent significant change in use. The park appears to be in development.
USGS	1989	Subject Site: Adjacent Sites:	The subject site is vacant with grass. The post office is to the north, and the residential apartment currently present to the west have been developed. The park building along Beverly has been demolished to the east, and the park has now been developed to the south.
USGS	1994	Subject Site: Adjacent Sites:	There is a circular walkway and small structure and the location of the current memorial. Surrounding adjacent sites to the north, west and south appear similar to the previous photograph. The auditorium building to the east has now also been demolished.
USGS	2002	Subject Site: Adjacent Sites:	The subject site appears similar to today. The surrounding adjacent sites appear similar to today.

Table 6
Fire Insurance Map Review Summary
7600 Beverly Blvd., Los Angeles, CA

Map Source	Date	Description
Sanborn	1950	Subject Site: auto parking Adjacent Sites: north: commercial; east: pan pacific auditorium, commercial stores; south: auto parking; west: Institute of Aeronautical Sciences, Gilmore (baseball) field
Sanborn	1969	Subject Site:auto parking Adjacent Sites: north: commercial; east: pan pacific auditorium, commercial stores; south: auto parking; west: Institute of Aeronautical Sciences

5.4.3 Oil and Gas Records

A review of maps and records from the California Division of Oil and Gas (CDOG) published by Munger (1993) indicates that one oil or gas wells was drilled within a one mile radius of the site, southwest, and was visible in the aerial photos. The well was not located onsite, and was a significant enough distance from the subject site where its operations do not likely pose an environmental concern for the subject site..

5.4.4 Results of Other Historical Resources Review

Other historical resources reviewed for this Phase I Environmental Site Assessment were historical topographic maps. The findings of this additional review confirm that an oil well was formerly located southwest of the subject site..

6.0 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

The site visit and reconnaissance was performed on October 31, 2005 by Ms. Avital Oliveau, an environmental professional. Enviropro, Inc. was accompanied by Ms. Rachel Lithgow, the client representative, who was identified by herself as a key site person with knowledge of and access to the subject site. No other interviews were performed at that time. Relevant information from the interview is presented in this section, with additional interview information reported in Section 7.0 and Appendix F. Site photographs were taken and are included in Appendix B. The reconnaissance was performed to determine if there were obvious visual indications of recognized environmental conditions. The methodology for the site inspection included a walkthrough of the memorial, grassy unoccupied area, and the covered picnic area.

The site consists of a gated Holocaust memorial consisting of six large granite pillars and stone walls. Also a part of the site is a small grassy area to the west of the memorial and the covered picnic area. The covered picnic area is a small paved area with a concrete brick and wood overhang, located just south of the grassy area.

No limiting conditions were encountered during the site inspection:

6.2 Site Setting and Observations

The following are the potential recognized environmental conditions reviewed for this assessment.

Hazardous Substances/ Petroleum Products and Other Potential Concerns

- No use of hazardous substances, wastes or petroleum products were observed at the site.
- No treatment of hazardous substances, wastes or petroleum products were observed at the site.
- No storage of hazardous substances, wastes or petroleum products were observed at the site.
- No disposal of hazardous substances, wastes or petroleum products were observed at the site.
- No generation of hazardous substances, wastes or petroleum products were observed at the site.
- No pits, ponds, or lagoons were observed.
- No stained soil or pavement was observed.
- No stressed vegetation was observed.
- No areas of filled or graded soil by non-natural causes were observed.
- No wastewater was observed on any portions of the site.
- No liquids (including storm water) or any discharge into a drain, ditch, or stream on or adjacent to site was observed.
- No wells, including dry wells, irrigation wells, injection wells, abandoned wells, or others were observed.

The historical use of hazardous substances/petroleum products was not observed during the site visit.

Storage Tanks and Subsurface Structures

No storage tanks such as underground tanks, aboveground tanks, vent pipes, fill pipes, access ways, clarifiers, floor drains or sumps were observed at the subject site during the site inspection.

Storage Drums

Drums were not observed during the site visit.

Polychlorinated Biphenyl's (PCBs)

Electrical and/or hydraulic equipment known or likely to contain PCBs was not noted during the site inspection. There was one pad-mounted transformers observed at the subject site, in the grassy area. At the time of the site inspection, no evidence of leaks or staining from the transformers on-site was observed.

Because this property was developed after the late 1980s, it is unlikely that the transformers present on site have PCB-containing oils since these were banned in the late 1970s. Therefore, there is little concern due to PCBs from these transformers.

Surface Staining

No significant surface staining or other evidence of dumping of hazardous materials was observed during the site inspection. Discolored soils, stressed vegetation, corroded pavement, pools of liquids, or strong, pungent or noxious odors were also not observed during our site inspection.

Solid Waste

There were no apparent areas that appeared filled or graded by non-natural causes (or filled by fill of unknown origin) suggesting trash or other solid waste disposal, or mounds or depressions suggesting trash or other solid waste disposal. None were identified during the interviews for this assessment.

Storm Drains

No storm drains were noted on the site.

Waste Water

No waste water or other liquid, and no discharge into a drain, ditch, or stream on or adjacent to the property was noted during the site inspection or during interviews for this assessment.

Wells

No on-site wells (including dry wells, irrigation wells, injection wells, abandoned wells or other wells) were observed during the site inspection or revealed during interviews for this assessment.

Historical Agricultural Land Use

Enviropro, Inc. reviewed available historical aerial photographs and fire insurance maps to evaluate prior agricultural use of the site which might reflect the use or application of pesticides to the on-site soils.

In general, many pesticides applied to soil are immobile and do not readily leach downward to groundwater. In addition, because most pesticides tend to persist in the upper one to two feet of topsoil, such contamination probably was redistributed over the site during grading activities. At present, the site is paved with <asphalt/concrete>. Therefore, there is a low potential that site occupants will be exposed to possible residual pesticides.

This research has not revealed historical uses of the property for agriculture. Therefore, there is little likelihood for concern due to residual pesticides.

Potable Water Source

There is no potable water available at the site..

Sewage Disposal System

There are no bathrooms at the subject site, and therefore, no sewage connection.

Heating and/or Cooling Systems

There are no structures onsite which require heating or cooling.

Environmental Liens

No environmental liens were reported to Enviropro, Inc. by the client or their representative. No environmental liens were noted in our database search.

Unoccupied Spaces

There are no unoccupied spaces at the subject site.

Adjacent Sites

A description of the adjacent sites is presented in Section 3.4 of this report. Observations of adjoining properties from the periphery of the subject property and public roadways revealed features obviously material to the presence of recognized environmental conditions, namely automobile and motorcycle repair facilities to the north and east.

7.0 INTERVIEWS

7.1 Results of Owner, Site Manager and Occupant Interviews

Ms. Lithgow was the only person interviewed for this assessment. According to her, the property owners/operators of Pan Pacific Park would not agree to complete our environmental questionnaire. Ms. Lithgow did not reveal evidence or suggestions to potential present or historic environmental concerns on site.

7.2 Proceedings Involving the Property

The property owner, site manager (if one was identified), and report user (if different from the property owner) were asked whether they know of (1) any pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the property; (2) any pending, threatened, or past administrative proceedings relevant to

hazardous substances or petroleum products in, on or from the property; and (3) any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products. None were revealed to Enviropro, Inc.

7.3 Results of Government Official Interviews

The results of interviews with government officials is presented in Section 5.2 of this report. Documentation of these interviews can be found in Appendix D.

8.0 FINDINGS AND OPINIONS

Summarized below are the findings of this Phase I Environmental Site Assessment and the related opinions for each finding of a known or suspect environmental condition.

Finding: While there are two sites listed in the database report that have ongoing environmental investigations within a close radius of the site, both sites are under active, current environmental agency supervision.
Opinion: There is little likelihood for concern from these sites at this time. However, a review of the files at the appropriate regulatory agencies is recommended for a complete due diligence, if required.

9.0 CONCLUSIONS

We have performed a Phase I environmental site assessment in conformance with he scope and limitations of ASTM Practice E 1527-00 of the Site. Any exceptions to or deletions from, this practice are described in Section 2.4 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the property.

10.0 STANDARD OF CARE

The environmental services performed by Enviropro, Inc. have been conducted with that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its industry practicing in the same locality under similar budget and time constraints. No other warranty, expressed or implied, is made.

11.0 ENVIRONMENTAL PROFESSIONAL SIGNATURES AND QUALIFICATIONS

This Phase I Environmental Site Assessment was performed by the environmental professional(s) noted on the cover letter of this report. See Appendix G for a statement of these professional's qualifications.

12.0 LIMITATIONS

This Phase I Environmental Site Assessment Report is prepared solely for the use and benefit of Los Angeles Holocaust Museum, hereinafter named "client". This report, and any information provided herein, is not intended to be used by any individual, entity, or company, outside of the client, and such use is expressly prohibited without an advance written consent of the client and a corporate officer of Enviropro, Inc. Any reliance on this information by third parties shall be at such parties' sole risk.

This report is limited to the observations reasonably possible based on visual inspection and on a records search at government agencies. Only the specific government records listed in the appendices were searched. Additional government record sources may exist, but have not been included in this report, and no representations are made of the record's adequacy or completeness. Enviropro, Inc. is not responsible for any incomplete government records. In addition, government agencies and records are not always accurate and do not list all sites of environmental contamination.

The information is valid only for the reason for which this report was produced, and for the time this report was produced, but not more than one year from its issue date, since environmental conditions may change with time. This report is intended to serve as a screening device for present and past property use. By no means the degree of examination represented by a "Phase I Environmental Site Assessment" can be considered or used as an exhaustive and comprehensive investigation for every conceivable and possible environmental hazard and Enviropro, Inc. does not so imply. No claim is made for the actual existence or nonexistence of toxins at subject or adjacent sites unless specifically listed. Testing or condition assessment for mold, asbestos, lead-based paint, UFFI, herbicide/pesticide, or any other known hazardous chemical, materials, carcinogens, etc. was not a part of this report.

Enviropro, Inc. makes no representation or warranty regarding the accuracy, quality, or completeness of any data obtained or provided by any governmental or any other entity used by Enviropro, Inc. in the preparation of this report. This report is prepared within the limited time and restriction dictated by the client. In any event, Enviropro, Inc. shall not be responsible for any direct, incidental, indirect, or consequential damages, including loss of profits or value, incurred by any party. No warranty of merchantability or of fitness for particular purpose, expressed or implied, shall apply and Enviropro, Inc. specifically disclaims the making of any such warranties. No warranty, expressed or implied is made by Enviropro, Inc. Enviropro, Inc.'s liability is limited to the fee received for preparation of this report or $1800, whichever is less.

APPENDIX A

Figures

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1. Site Location Map(s)

© Enviropro, Inc.

ENVIRONMENTAL SITE ASSESSMENT AT:
(SITE ADDRESS), (SITE CITY/STATE)

Enviropro, Inc. Project No. (ENVIROPRO PROJECT NO)

Figure 1: Site Location Map

Figure 2: Site Plan

© Enviropro, Inc.

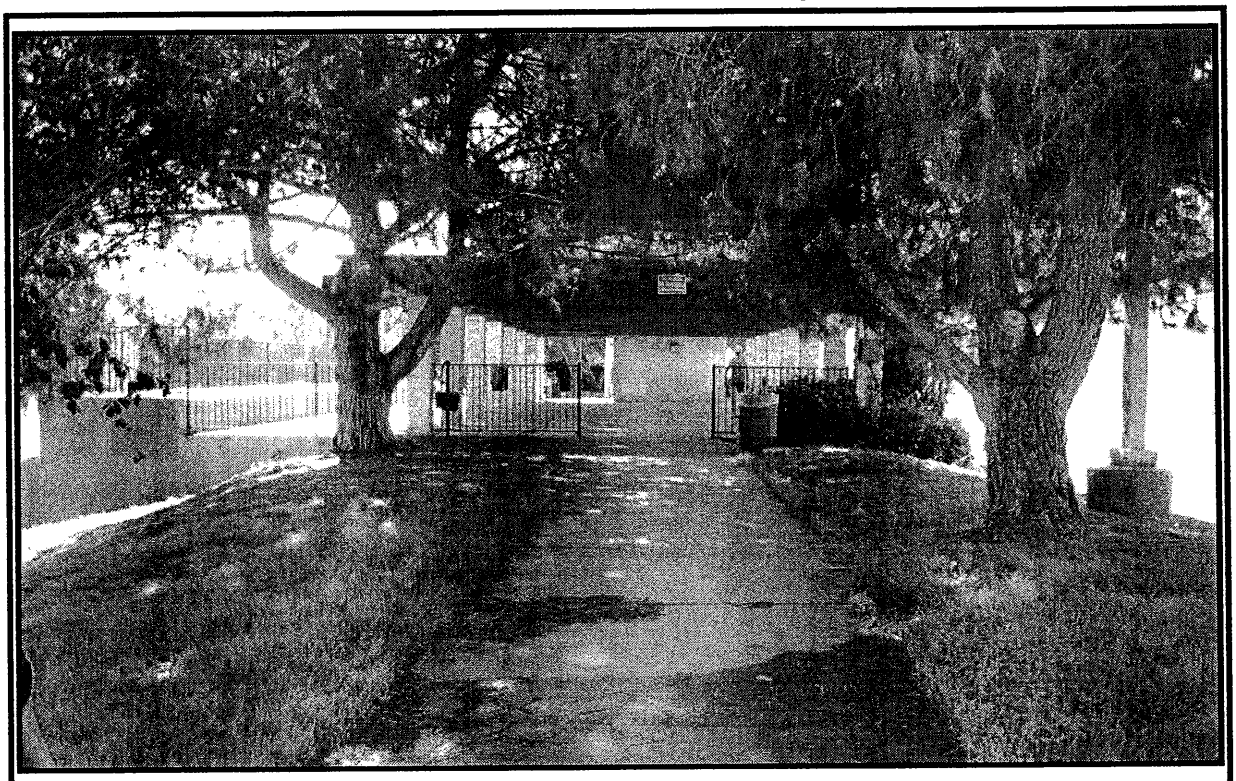
APPENDIX B

Site Photographs

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ENVIRONMENTAL SITE ASSESSMENT AT:
7600 Beverly Blvd., Los Angeles, CA

Enviropro, Inc. Project No. E0973001



Photograph 3: View of covered picnic area and walkway, south of grassy area

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APPENDIX C

Government Databases Report

© Enviropro, Inc.

APPENDIX D

Correspondence Documentation

© Enviropro, Inc.

APPENDIX E

Historical Research Documentation

© Enviropro, Inc.

APPENDIX F

Interview Documentation

No interview documentation is available

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APPENDIX G

User and Enviropro, Inc. Contract

© Enviropro, Inc.

APPENDIX H

Environmental Professional's Qualifications

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QUALIFICATIONS OF PERSONS PERFORMING THIS PHASE I ESA

This ESA was performed by Enviropro, Inc. The company has performed Phase I, II and III ESAs since 1983. Michael M. Uziel, Ph.D., prepared this report.

Dr. Uziel has over 20 years experience in performing complete spectrum of Environmental Phase I, II and III Site Assessments in California. He has M.S. and Ph.D. degrees in Environmental Engineering and an A.B. degree in Biochemistry, all from U.C. Berkeley.

He was assisted by Mr. Glenn Striegler, a senior environmental geologist with over 10 years experience in performing Phase I ESAs. Mr. Striegler holds a B.A. degree in Geology from California State University at Northridge and is an REA #6131.

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APPENDIX I

References

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APPENDIX I

References

- American Society of Testing Materials, " ASTM Standards On Environmental Site Assessments for Commercial Real Estate", Fourth Edition, E 1527-00.
- United States Geologic Society 7.5 Minute Series Topographic Maps, Hollywood Quadrant, 1994.
- Aerial photographs obtained from the collection of Fairchild, Laval, and USGS.
- Munger Map Book California-Alaska Oil and Gas Fields, 1993.

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APPENDIX D

TRAFFIC STUDY

DRAFT

TRAFFIC IMPACT REPORT FOR THE PROPOSED LOS ANGELES MUSEUM OF THE HOLOCAUST AT 7600 BEVERLY BOULEVARD CITY OF LOS ANGELES

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June 2006

EXECUTIVE SUMMARY

This study has been prepared to determine and evaluate the potential traffic impacts attributable to the proposed Los Angeles Museum of the Holocaust project located at 7600 Beverly Boulevard, in the Beverly-Fairfax Community Commercial Center of the Wilshire Community of the City of Los Angeles. The proposed project would include the development of 8,375 square feet of Los Angeles Museum of the Holocaust building, to replace approximately 20,000 square feet of City Park. The project site is located within the northwestern corner of Pan Pacific Park. The project site fronts Stanley Avenue/The Grove Drive and is roughly 350 feet south of Beverly Boulevard, immediately south of the existing Bicentennial Branch United States Post Office.

The proposed project is anticipated to be completed and occupied by no later than 2010. Once completed and occupied, it is estimated that the project will generate approximately 84 net new daily vehicle trips with a net increase of 9 trips during the AM peak hour and 11 trips during the PM peak hour of an average weekday, and approximately 142 net new daily vehicle trips with a net increase of 19 trips during the mid-day peak hour of an average Sunday.

Parking for the proposed project as well as auxiliary parking for Pan Pacific Park would be provided via 25 spaces of subterranean parking. Parking would be provided in accordance with the requirements of the parking rates of the City of Los Angeles Municipal Code (LAMC). Access to the proposed museum, including the subterranean parking garage, would be provided from Stanley Avenue/The Grove Drive.

The traffic study presented herein analyzed existing (2006) and future (2010) weekday AM and PM peak-hour and Sunday mid-day peak hour traffic conditions at three intersections and weekday and Sunday daily conditions along one residential segment

in the vicinity of the project site. The cumulative traffic impacts attributable to 46 potential related projects in the surrounding area were incorporated in the analysis. As is demonstrated herein, the completed project is not expected to result in any significant traffic impacts; therefore, no off-site mitigation measures are recommended.

Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations. No significant project traffic impacts will occur at the CMP designated intersections or freeway monitoring locations.

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INTRODUCTION

This study has been prepared to determine and evaluate the potential traffic impacts attributable to the proposed Los Angeles Museum of the Holocaust project located at 7600 Beverly Boulevard, in the Beverly-Fairfax Community Commercial Center of the Wilshire Community of the City of Los Angeles. The proposed project would include the development of 8,375 square feet of Los Angeles Museum of the Holocaust building, to replace approximately 20,000 square feet of City Park. The project site is located within the northwestern corner of Pan Pacific Park. The project site fronts Stanley Avenue/The Grove Drive and is roughly 350 feet south of Beverly Boulevard, immediately south of the existing Bicentennial Branch United States Post Office. The location of the site is shown in Figure 1, Site Vicinity Map.

Crain & Associates has been retained to assess the potential impacts of the proposed museum project on the surrounding roadway system. The analysis that follows was prepared in accordance with the assumptions, methodology, and procedures approved by the City of Los Angeles Department of Transportation (LADOT). This report presents the results of an analysis of existing (2006) conditions, and future (2010) traffic conditions before and after completion of the project. The analysis contains a detailed evaluation for the weekday AM and PM peak hours and Sunday mid-day peak hour traffic conditions at the following three study intersections and weekday and Sunday daily traffic conditions at one street segment:

Study Intersections

1. Beverly Boulevard and Stanley Avenue
2. The Grove Parking Structure Driveway and The Grove Drive
3. 3rd Street and The Grove Drive

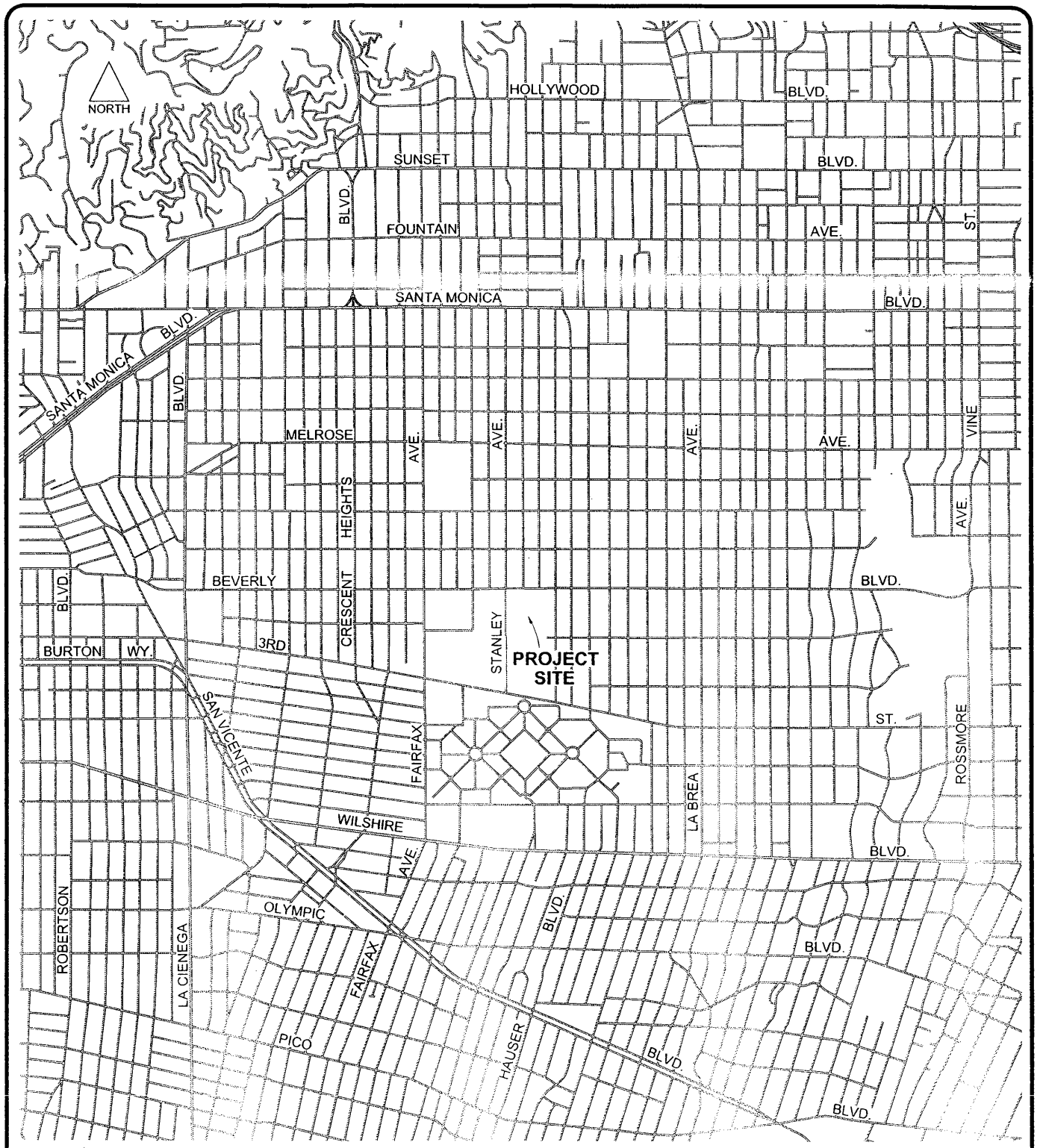


FIGURE 1

5/31/2006

LOS ANGELES MUSEUM OF THE HOLOCAUST SITE VIN

PROJECT SITE VICINITY MAP

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Street Segments

1. Stanley Avenue north of Beverly Boulevard

These intersections and the street segment are located near the proposed project site and are those expected to be most directly impacted by the project traffic. The locations of these study intersections and the street segment, relative to the proposed project site, are shown in Figure 2, Study Locations Map.

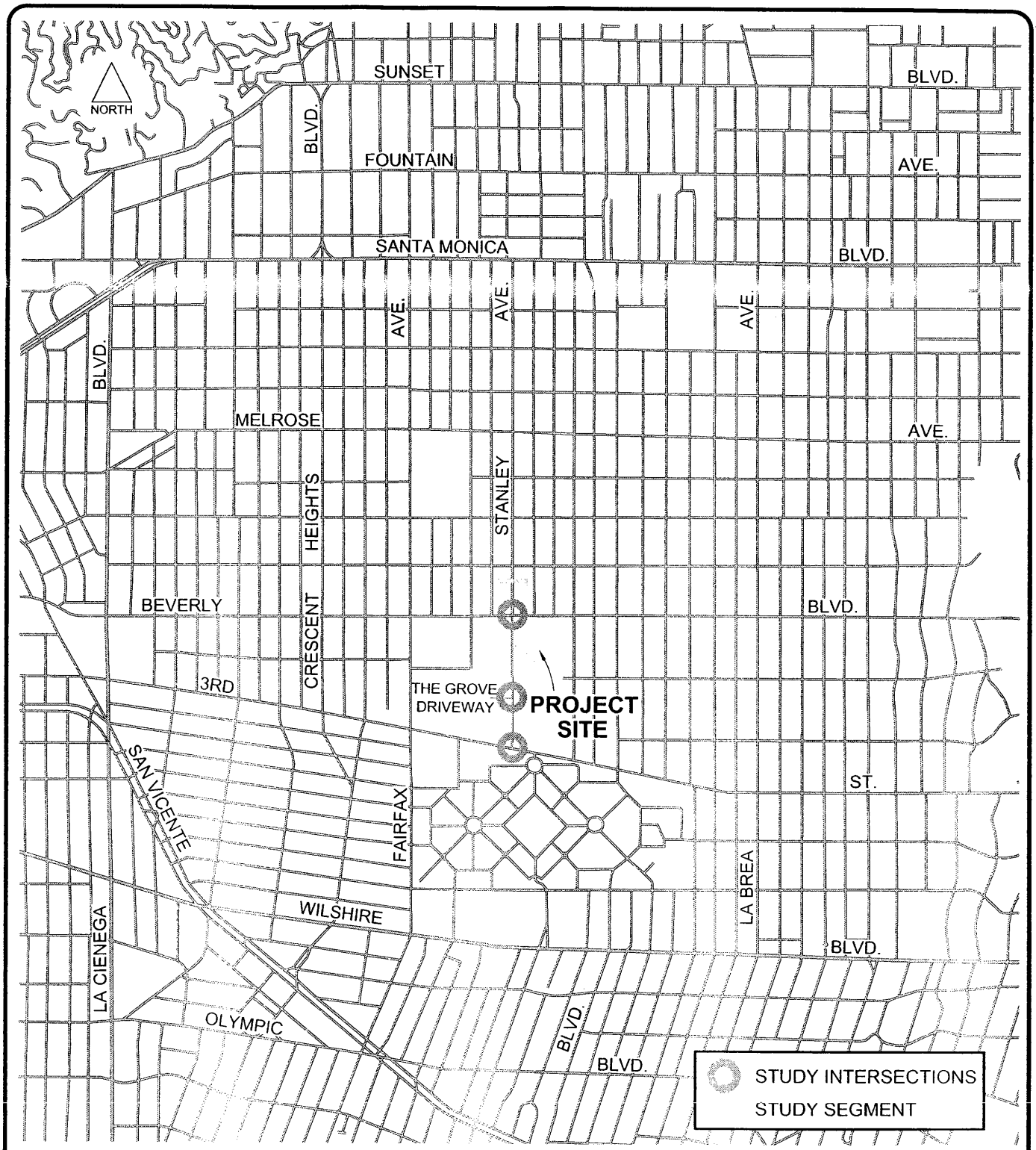


FIGURE 2

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LOS ANGELES MUSEUM OF THE HOLOCAUST\STUDYINT

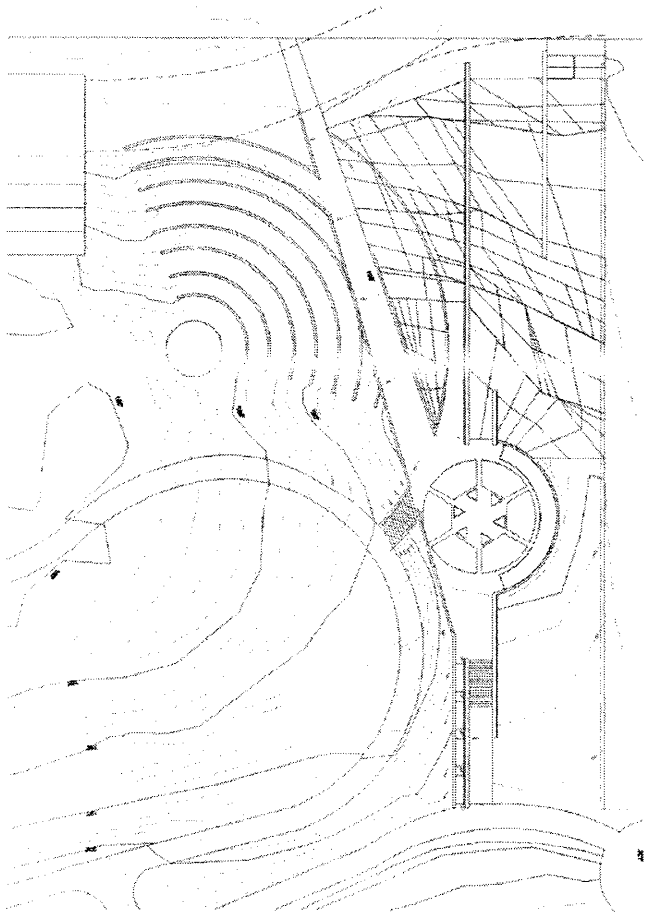
STUDY LOCATIONS

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PROJECT DESCRIPTION

This study has been prepared to determine and evaluate the potential traffic impacts attributable to the proposed Los Angeles Museum of the Holocaust project located at 7600 Beverly Boulevard, in the Beverly-Fairfax Community Commercial Center of the Wilshire Community of the City of Los Angeles. The proposed project would include the development of 8,375 square feet of Los Angeles Museum of the Holocaust building, to replace approximately 20,000 square feet of City Park. The project site is located within the northwestern corner of Pan Pacific Park. The project site fronts Stanley Avenue/The Grove Drive and is roughly 350 feet south of Beverly Boulevard, immediately south of the existing Bicentennial Branch United States Post Office. The proposed project is anticipated to be completed and occupied by no later than 2010.

Parking for the proposed project as well as auxiliary parking for Pan Pacific Park would be provided via 25 spaces of subterranean parking. Parking would be provided in accordance with the requirements of the parking rates of the City of Los Angeles Municipal Code (LAMC). As illustrated in Figure 3, Conceptual Project Site Plan, access to the proposed museum, including the subterranean parking garage, would be provided from Stanley Avenue/The Grove Drive.



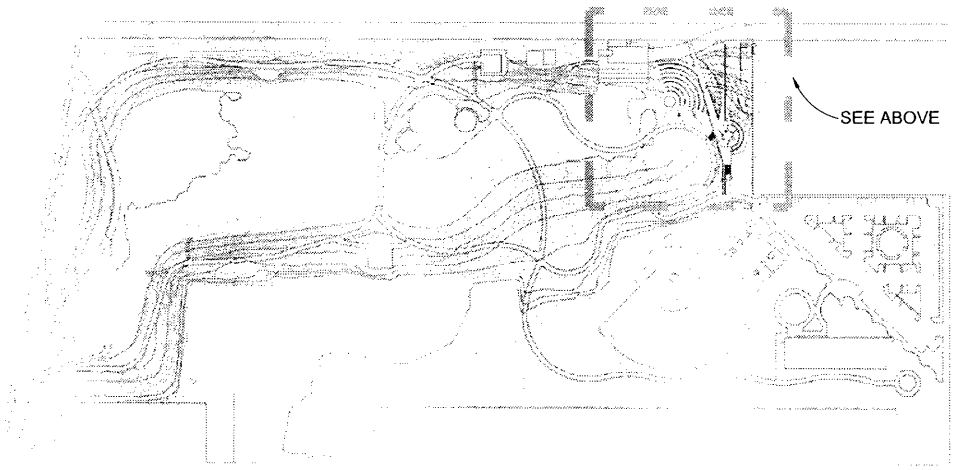


FIGURE 3

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FN: LOS ANGELES MUSEUM OF THE HOLOCAUST\SITEPLAN

PROJECT SITE PLAN

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ENVIRONMENTAL SETTING

The proposed project is located in the Beverly-Fairfax Community Commercial Center of the Wilshire Community of the City of Los Angeles near Park La Brea. The project site is within Pan Pacific Park, which serves as both a City of Los Angeles Park and a County of Los Angeles flood control facility.

Located within the Wilshire Community Plan Area (CPA) of the City of Los Angeles, the surrounding area is primarily developed with commercial, retail and residential land uses. Low to medium density residential uses are interspersed with areas of higher density residential uses throughout the CPA. Park La Brea, a multi-family residential community, is located south of the project site. Commercial uses are concentrated along major boulevards in the project area, including Beverly, Wilshire, La Cienega, and San Vicente Boulevards. Fairfax Avenue and La Brea Avenue, west and east of the project site, respectively, also serve as primary commercial corridors. The Grove at Farmer's Market, a primary commercial destination in the project area, is located at the northeast corner of Fairfax Avenue and 3rd Street. The historic Farmer's Market is located southwest of the project site. The Farmers Market began in 1934 and includes a landmark clock tower built in 1941. Part of the original Farmers Market land is now developed as The Grove shopping center discussed above. The Los Angeles County Museum of Arts is located approximately one-half mile south of the project site.

The project area is served by a network of surface roadways that run primarily in a north-south and east-west grid. Additionally, the Santa Monica Freeway (I-10), approximately two and a half miles south of the project site, and the Hollywood Freeway (I-101), approximately two and a half miles northeast of the project site, provide access to the regional freeway network. A description of the primary access roadways and freeways are further detailed on the pages that follow.

Existing Freeway

The Santa Monica Freeway (I-10) is a primary east-west arterial in Los Angeles County. This facility, located approximately two miles south of the project, provides a continuous route from Santa Monica through Downtown Los Angeles and continues eastward through San Bernardino and Riverside counties. South of the project, the Santa Monica Freeway provides four mainline travel lanes in each direction, with auxiliary lanes between some ramp locations. Interchanges are provided for La Brea Boulevard, Fairfax Avenue and La Cienega Boulevard. Along the Santa Monica Freeway segment between La Brea Avenue and La Cienega Boulevard, traffic volumes were approximately 274,000 VPD according to the most recent published Caltrans count values (2005).

The Hollywood Freeway (US-101) is one of the most important traffic-carrying facilities in the area. This freeway provides regional access throughout and beyond the Downtown Los Angeles area. In the vicinity of the project, the Hollywood Freeway extends in a northwesterly direction and generally provides four mixed-flow lanes in each direction. To the west, US-101 continues through the San Fernando Valley into Ventura County as the Ventura Freeway. To the east, the freeway continues through the Downtown Los Angeles area and changes into the Santa Ana Freeway at its interchange with the Harbor and Pasadena Freeways (SR-110), and continues to interchange with the San Bernardino Freeway and extends southerly where it merges with the Golden State Freeway (I-5). Along the Hollywood Freeway segment between Highland Avenue and Cahuenga Boulevard, traffic volumes were approximately 238,000 VPD according to the most recent published Caltrans count values (2005).

Existing Streets and Highways

Beverly Boulevard, designated as a Major Highway Class II, is an east-west roadway

located north of the project site. Beverly Boulevard begins in Beverly Hills at Santa Monica Boulevard and continues eastbound into Downtown Los Angeles where it becomes 1st Street. This roadway generally provides two through travel lanes in each direction within an approximate 88- to 104-foot wide roadway. Left-turn channelization is provided at most intersections. Left-turn provisions are in effect at critical times along this roadway. On-street parking is generally available for one to two hours in the project area.

3rd Street is designated as a Secondary Highway and provides east-west access between Downtown Los Angeles and the City of Beverly Hills. 3rd Street provides two through travel lanes in each direction with left-turn channelization at most locations. The roadway varies in width from 60- to 80-feet. On-street parking is available at various locations along 3rd Street.

Stanley Avenue/The Grove Drive is a north-south roadway, located just west of the project site. Between Beverly Boulevard and 3rd Street, the roadway is designated an Undedicated or Proposed Collector Street; north of Beverly Boulevard and south of Wilshire Boulevard, the roadway is designated a Local Street. This roadway originates in the City of West Hollywood, extends southerly to Venice Boulevard. The roadway is discontinuous between 3rd Street and 6th Street. Stanley Avenue/The Grove Drive provides one to two through lanes in each direction in the project vicinity. The roadway varies in width from 30- to 50-feet. On-street parking is available along various segments of Stanley Avenue/The Grove Drive in the project area.

Existing Public Transit

In addition to the existing streets and highways serving the project area, the Los Angeles County Metropolitan Transportation Authority (MTA) provides an extensive system of bus and rail lines throughout the Park La Brea community. Current regional

transit information available through the MTA indicates that several bus routes have stops within fairly reasonable walking distance (approximately one-quarter mile or less) of the project site. In addition, LADOT also provides DASH route near the project site which serves the local Park La Brea and surrounding communities. When transfer opportunities are considered, the bus and rail lines outlined below provide access between the project site and key destinations throughout the Los Angeles metropolitan area.

MTA Bus Service

Line 14 provides east-west local service between Beverly Hills and Downtown Los Angeles. This route travels mostly along Beverly Boulevard and includes stops provided at Regent Beverly Wilshire Hotel, Beverly Center, The Grove, Vermont/Beverly Station and Downtown Los Angeles. In the project vicinity, a stop is provided on Beverly Boulevard at Fairfax Avenue. Service is provided Monday through Friday with headways of approximately 5 to 15 minutes during AM and PM peak hours, and approximately 5 minutes to 1 hour the rest of the day. Weekend and holiday schedules are also provided.

Line 16/316 provides east-west access between Century City and Downtown Los Angeles. This route travels mostly along 3rd Street and includes stops provided at Century City, Beverly Hills, Park La Brea, Hancock Park, Koreatown and Downtown Los Angeles. In the project vicinity, Line 16/316 travels along 3rd Street with stop at Fairfax Avenue. Weekday service operates on headways of approximately 5 to 10 minutes during AM and PM peak hours, and approximately 5 to 10 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 217 provides east-west local service between Westwood, La Brea Tar Pit, LACMA, The Grove, Farmer's Market, Hollywood, Los Feliz, Silver Lake, Echo Park

and Downtown Los Angeles. In the project vicinity, this route travels north-south along Fairfax Avenue with a stop provided at 3rd Street. Service is provided Monday through Friday with headways of approximately 10 minutes during AM and PM peak hours, and approximately 10 to 20 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 218 provides north-south local service between Studio City, Mount Olympus, West Hollywood, Park La Brea and Beverly Hills. In the project vicinity, this route travels north-south along Fairfax Avenue with stops provided at Beverly Boulevard and 3rd Street. Service is provided Monday through Friday with headways of approximately 15 to 20 minutes during AM and PM peak hours, and approximately 20 to 50 minutes the rest of the day. Weekend and holiday schedules are also provided.

Line 714, the Downtown Los Angeles/Beverly Hills Metro Rapid bus, provides east-west access between Beverly Hills, Beverly Center, The Grove and Downtown Los Angeles. In the project vicinity, Line 714 travels along Beverly Boulevard with a stop provided at Fairfax Avenue. Line 714 only provides service Monday through Friday during AM and PM peak hours on headways of approximately 15 minutes. Weekend and holiday services are not provided.

Line 717, the West Los Angeles/Hollywood Metro Rapid bus, provides north-south access between Hollywood, West Hollywood, The Grove, LACMA and Westwood. In the project vicinity, Line 717 travels along Fairfax Avenue with a stop provided at 3rd Street. Service is provided Monday through Friday with headways of approximately 10 minutes during AM and PM peak hours, and approximately 10 to 20 minutes the rest of the day. Weekend and holiday services are not provided.

LADOT Bus Service

Fairfax DASH operates Monday through Friday from 7:00 AM to 6:30 PM and Saturday from 9:00 AM to 6:30 PM. No service is provided on Sundays or holidays. This line travels along La Cienega Boulevard, Melrose Avenue, Fairfax Avenue, 3rd Street, La Brea Avenue, and Wilshire Boulevard. In the project vicinity, the Fairfax DASH loops around Park La Brea, Pan Pacific Park and LACMA, servicing Farmer's Market, The Grove at Farmer's Market, Park La Brea and LACMA directly. Stops near the project site are provided along Fairfax Avenue and 3rd Street. Buses operate on headways of approximately 15 minutes. Transfer options to the Hollywood/West Hollywood DASH and several MTA bus routes are available throughout the Fairfax DASH route.

In addition to these routes, additional public bus and rail opportunities are available via transfers to other lines and/or transit providers. When transfer opportunities are considered, the greater Los Angeles region is readily accessible from the project site by the transit system. Thus, it is expected that some of the person trips generated by the proposed development will utilize public transportation as the primary travel mode instead of private vehicles.

Existing (2006) Traffic Volumes

Traffic volumes for the three study intersections were obtained from manual traffic counts conducted in April and May 2006 by Crain & Associates and its subcontractor (The Traffic Solutions). The counts cover the weekday 7:00 to 9:00 AM and 4:00 to 6:00 PM peak traffic periods and Sunday 1:00 to 4:00 PM peak traffic period. Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections are illustrated in

Figures 4(a) and 4(b), and Sunday mid-day peak-hour volumes at the study intersections are illustrated in Figure 4(c). The manual intersection traffic count data sheets are provided in Appendix A. Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions, and traffic signal operations were obtained from field surveys in the study area.

Automated 24-hour traffic counts were collected in April and May 2006 by Crain & Associates and its subcontractor (The Traffic Solutions) at one residential street location on Stanley Avenue north of Beverly Boulevard. The automatic traffic count data sheets are provided in Appendix B.

Analysis of Existing (2006) Traffic Conditions

Detailed traffic analyses of existing traffic conditions were performed at the following three study intersections:

1. Beverly Boulevard and Stanley Avenue
2. The Grove Parking Structure Driveway and The Grove Drive
3. 3rd Street and The Grove Drive

The traffic analysis was performed through the use of established traffic engineering techniques. The new traffic counts described earlier were utilized to reflect any recent changes in traffic demand patterns.

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of

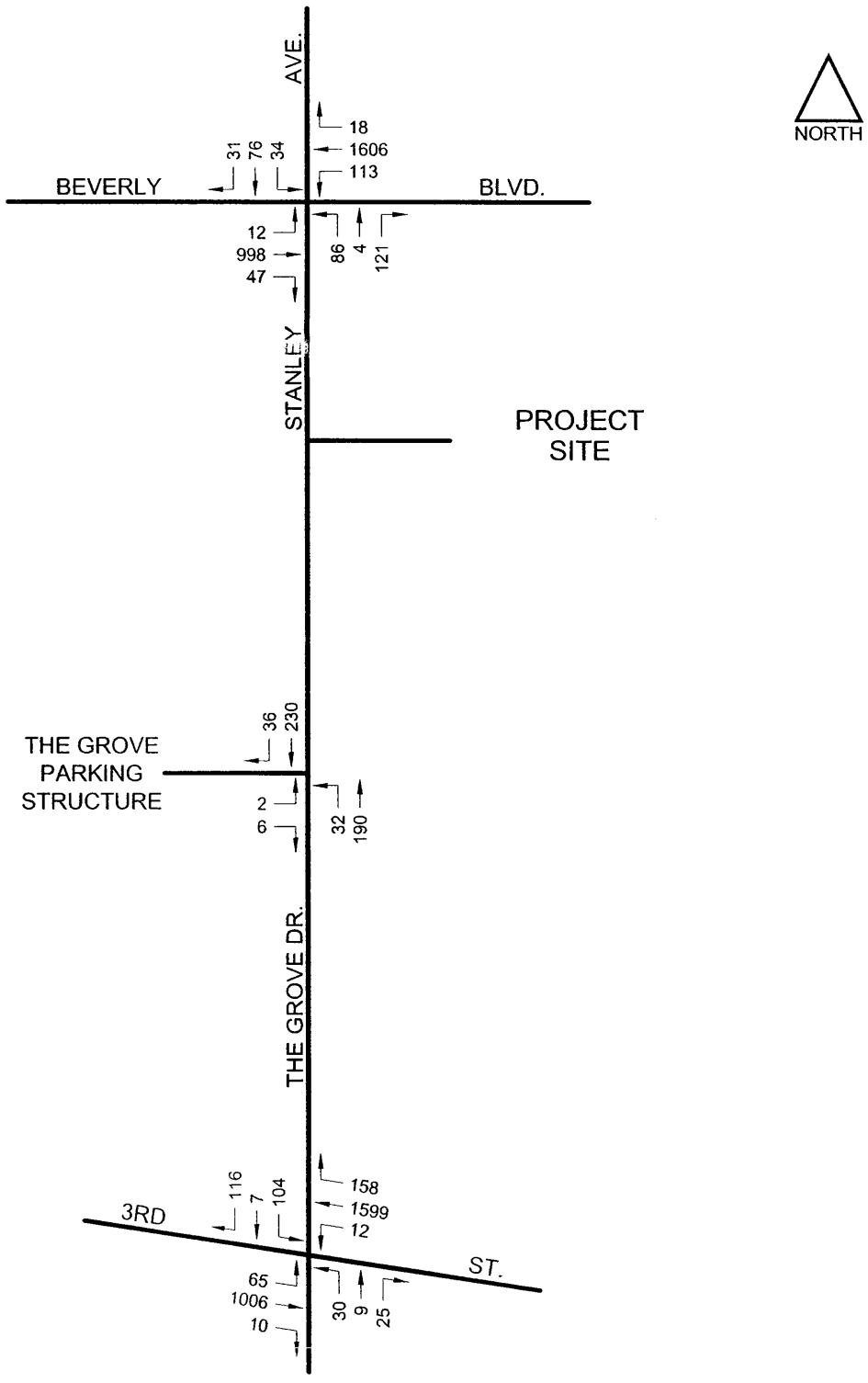


FIGURE 4(a)

5/26/2006

Los Angeles Museum of the HolocaustAM2006

EXISTING (2006) TRAFFIC VOLUMES
AM PEAK HOUR

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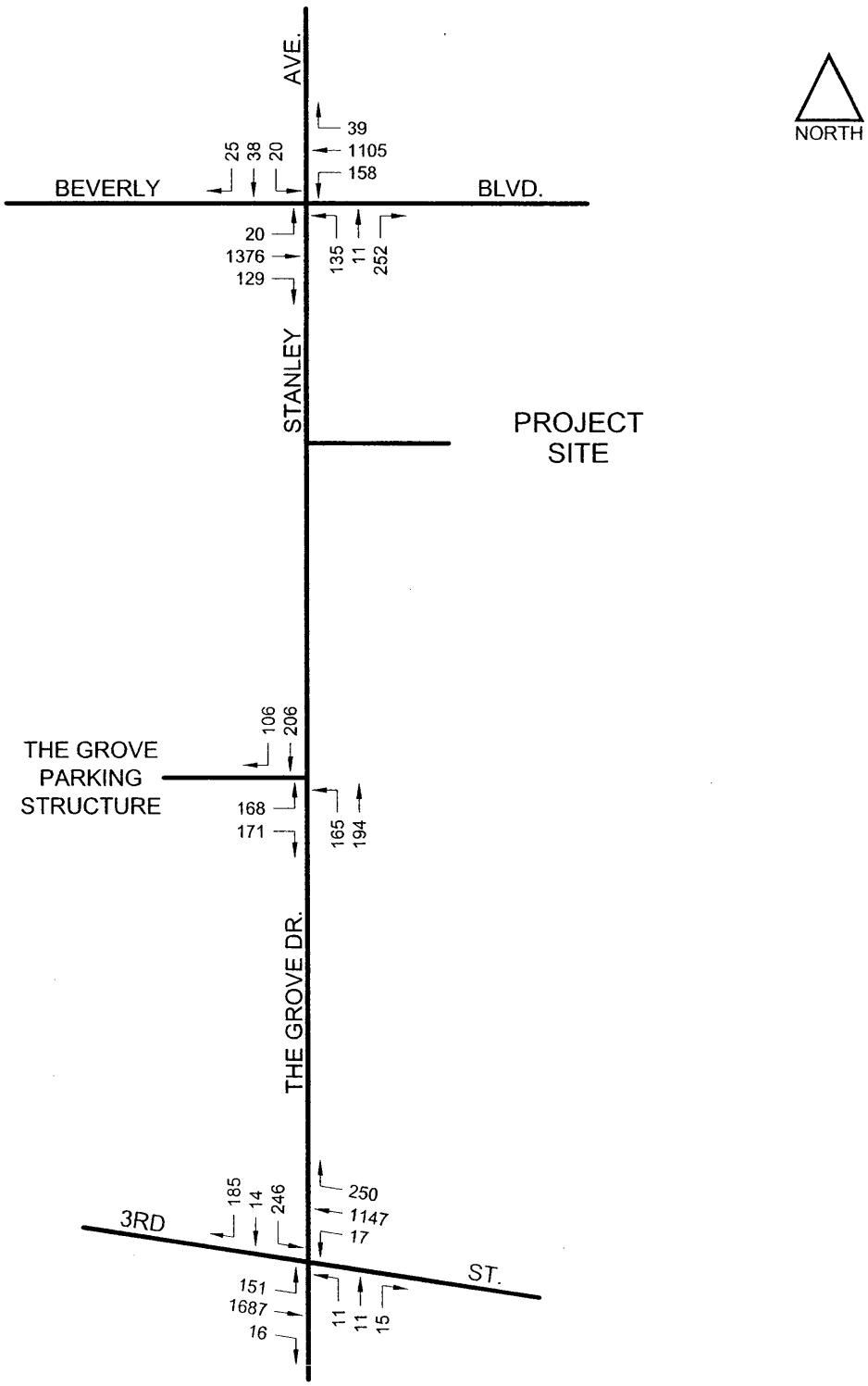


FIGURE 4(b)

5/26/2006

Los Angeles Museum of the Holocaust\PM2006

EXISTING (2006) TRAFFIC VOLUMES
PM PEAK HOUR

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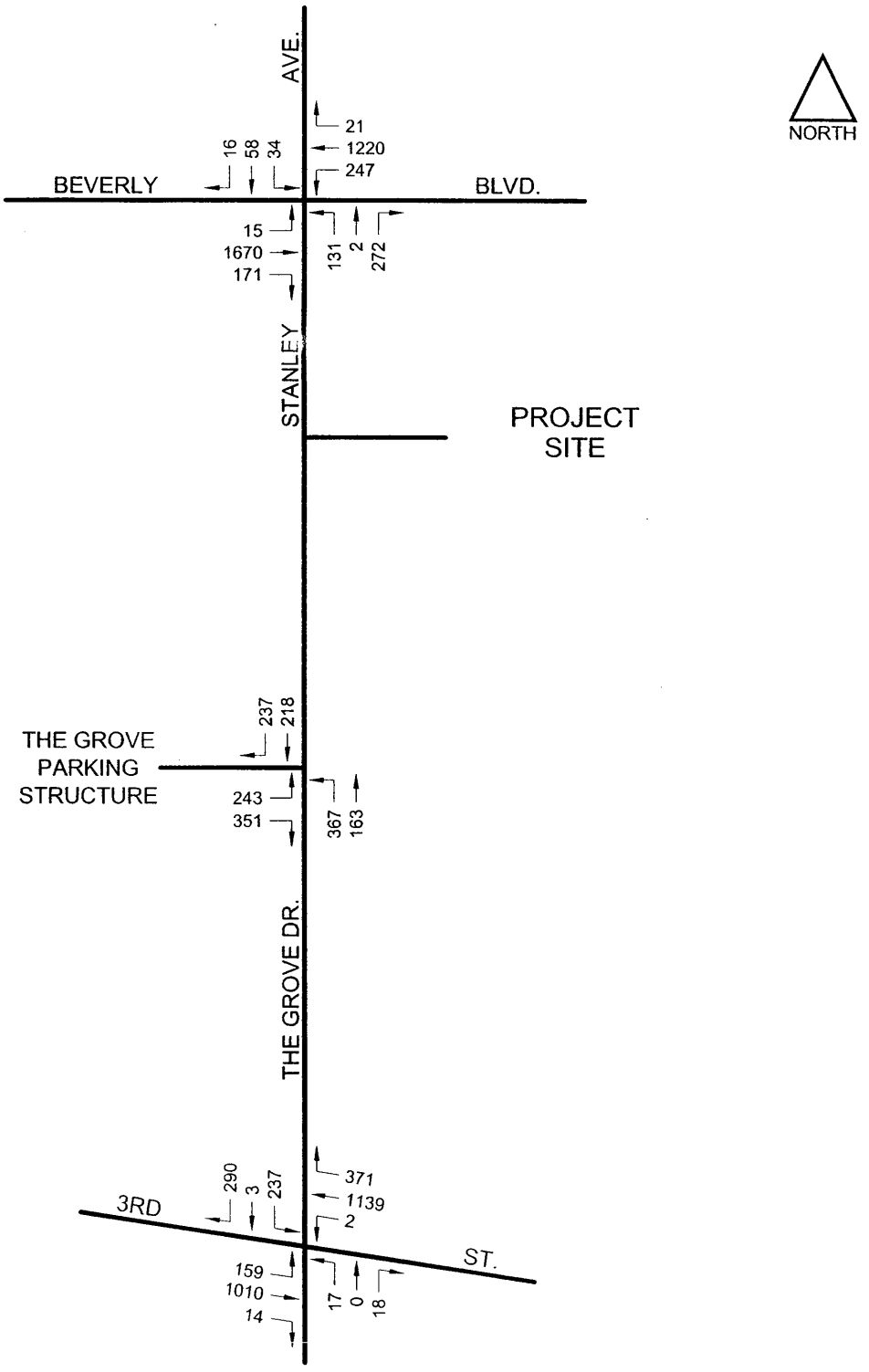


FIGURE 4(c)

5/26/2006

Los Angeles Museum of the Holocaust\SUN2006

EXISTING (2006) TRAFFIC VOLUMES
SUNDAY PEAK HOUR

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the Transportation Research Board.[1] In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 1. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table 2.

[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (VPH) Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

* For planning applications only, i.e., not appropriate for operations and design applications.

Table 2
Level of Service
As a Function of CMA Values

Level of Service	Description of Operating Characteristics	Range of CMA Values
A	Uncongested conditions; vehicles clear in a single cycle.	< 0.60
B	Similar to above.	>0.60 < 0.70
C	Light congestion; occasional backups on critical approaches.	>0.70 < 0.80
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	>0.80 < 0.90
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	>0.90 < 1.00
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the Critical Movement Analysis (CMA) value and the corresponding Levels of Service (LOS) for existing (2006) traffic conditions were calculated, as shown in Table 3. (The CMA calculation worksheets for existing conditions are included in Appendix C.)

As the values in Table 3 indicate, in general, the street network in the vicinity of the proposed development is currently operating well, with all study intersections operating at Levels of Service D or better during weekday AM and PM peak hours, and one of the study intersections operating at Level of Service E during Sunday mid-day peak hour.

Table 3
Critical Movement Analysis (CMA) Summary
Existing (2006) Traffic Conditions

No.	Intersection	Time Period	CMA	LOS
1.	Beverly Boulevard and Stanley Avenue	Weekday AM Peak Hour	0.767	C
		Weekday PM Peak Hour	0.762	C
		Sunday Peak Hour	0.945	E
2.	The Grove Parking Structure and The Grove Drive	Weekday AM Peak Hour	0.115	A
		Weekday PM Peak Hour	0.440	A
		Sunday Peak Hour	0.786	C
3.	3rd Street and The Grove Drive	Weekday AM Peak Hour	0.726	C
		Weekday PM Peak Hour	0.727	C
		Sunday Peak Hour	0.745	C

PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution and assignment of the proposed project. Driveway access and parking for the project are also described on the pages that follow.

Trip Generation

Traffic-generating characteristics of many land uses, including the existing use on the project site (city park), have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 7th edition, 2003, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. In order to determine potential trip generation for the additional exhibit space and entrance areas, empirical data for museums in the surrounding area were examined, such as Los Angeles County Museum of Art (LACMA). The proposed museum will not anticipate opening on Saturday, instead, a Sunday traffic analysis was conducted. Conservative assumptions for the Sunday analysis were made based on Saturday trip generation rates of nearby museums.

The site trip generation calculation rates listed on the following page were selected in accordance with standard LADOT procedures. Applying these sets of trip generation rates to the new uses, the proposed project trip generation for the weekday daily, AM peak hour and PM peak hour and Sunday mid-day peak period were calculated in Table 4.

Table 4
Project Trip Generation Rates

Museum (per 1,000 square feet) *	
Weekday Daily: [1]	T = 10.14 (A)
Weekday AM Peak Hour: [1]	T = 1.03 (A); I/B = 95%, O/B = 5%
Weekday PM Peak Hour: [1]	T = 1.37 (A); I/B = 22%, O/B = 78%
Sunday Daily: [2]	T = 17.25 (A)
Sunday Peak Hour: [1]	T = 2.33 (A); I/B = 56%, O/B = 44%
City Park - (per acre)	
Weekday Daily:	T = 1.59 (Ac)
Weekday AM Peak Hour: [3]	T = 0.01 (Ac); I/B = 80%, O/B = 20%
Weekday PM Peak Hour: [3]	T = 0.06 (Ac); I/B = 41%, O/B = 59%
Sunday Daily: [3]	T = 4.13 (Ac)
Sunday Peak Hour: [3]	T = 3.6 (Ac); I/B = 47%, O/B = 53%

A = area; Ac = acre;

T = trip ends; I/B = Inbound trips; O/B = Outbound trips

Notes:
[1] Rate derived from empirical data of similar museum uses in the surrounding area.
[2] Sunday daily trip rate based on factor derived from Sunday peak hour trip rate versus weekday PM Peak hour trip rate to multiply weekday daily trip rate.
[3] Weekday AM and PM peak hour rates and Sunday daily and peak hour rates assumed Land Use 412 – County Park rates.

Sources:
Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003, unless otherwise noted.
* Derived from empirical data obtained from similar museum uses in the surrounding area.

The above site trip generation calculation rates were selected in accordance with standard LADOT procedures. These base trip rates present a "worst case" trip generation condition applicable only to suburban locations, as the ITE 7th Edition Trip Generation rates and equations do not account for such trip reducing factors as multi-purpose trips, extensive transit use, walk-in trips or pass-by trips.

Project traffic, based on the ITE and empirical trip rates described above, are shown in Table 5. As shown in this table, the project would generate approximately 84 weekday daily trips, including 9 morning peak hour trips and 11 afternoon peak hour trips, and approximately 142 Sunday daily trips, including 18 peak hour trips.

Table 5
Project Trip Generation

Use/Description	Weekday Daily	Weekday AM Peak Hour I/B	Weekday AM Peak Hour O/B	Weekday AM Peak Hour Total	Weekday PM Peak Hour I/B	Weekday PM Peak Hour O/B	Weekday PM Peak Hour Total	Sunday Daily	Sunday Peak Hour I/B	Sunday Peak Hour O/B	Sunday Peak Hour Total
Proposed Use											
Museum 8,375 sq. ft.	85	9	0	9	2	9	11	144	11	9	20
Less existing Use											
City park 0.46 acre	1	0	0	0	0	0	0	2	1	1	2
Net Increase	84	9	0	9	2	9	11	142	10	8	18

Trip Distribution

Estimation of the directional distribution of project trips was the next step in the analytical process. This trip distribution pattern for the project was determined by considering the proposed land use, existing traffic movements, characteristics of the surrounding roadway system, the geographic location of the project site and its proximity to freeways and major travel routes, and the employment centers from which residents would likely be attracted. Based on these factors, the generalized trip distribution shown in Table 6 was estimated for the project.

Table 6
Directional Trip Distribution

Direction	Percentage of Trips by Project Use
North	5
South	0
East	55
West	40
	100%

Trip Assignment

The assignment of project traffic to the street and highway systems was accomplished in two steps. Using the directional distribution percentages for the project area .

developed previously, the number of trips in each direction was calculated. The second step was to assign these trips to specific routes within the study area, including surface streets and freeways, using the percentages shown in Figure 5. The assignment is based on traffic directly accessing the project site. Project traffic volumes at the study intersections for the weekday AM and PM peak hours and Sunday mid-day peak hour, based on the net volumes shown in Table 5 are shown in Figures 6(a), 6(b) and 6(c), respectively.

Parking and Access

Parking for the proposed project as well as auxiliary parking for Pan Pacific Park would be provided via 25 spaces of subterranean parking. Parking would be provided in accordance with the requirements of the parking rates of the City of Los Angeles Municipal Code (LAMC). Access to the proposed museum including the subterranean parking garage would be provided from Stanley Avenue/The Grove Drive.

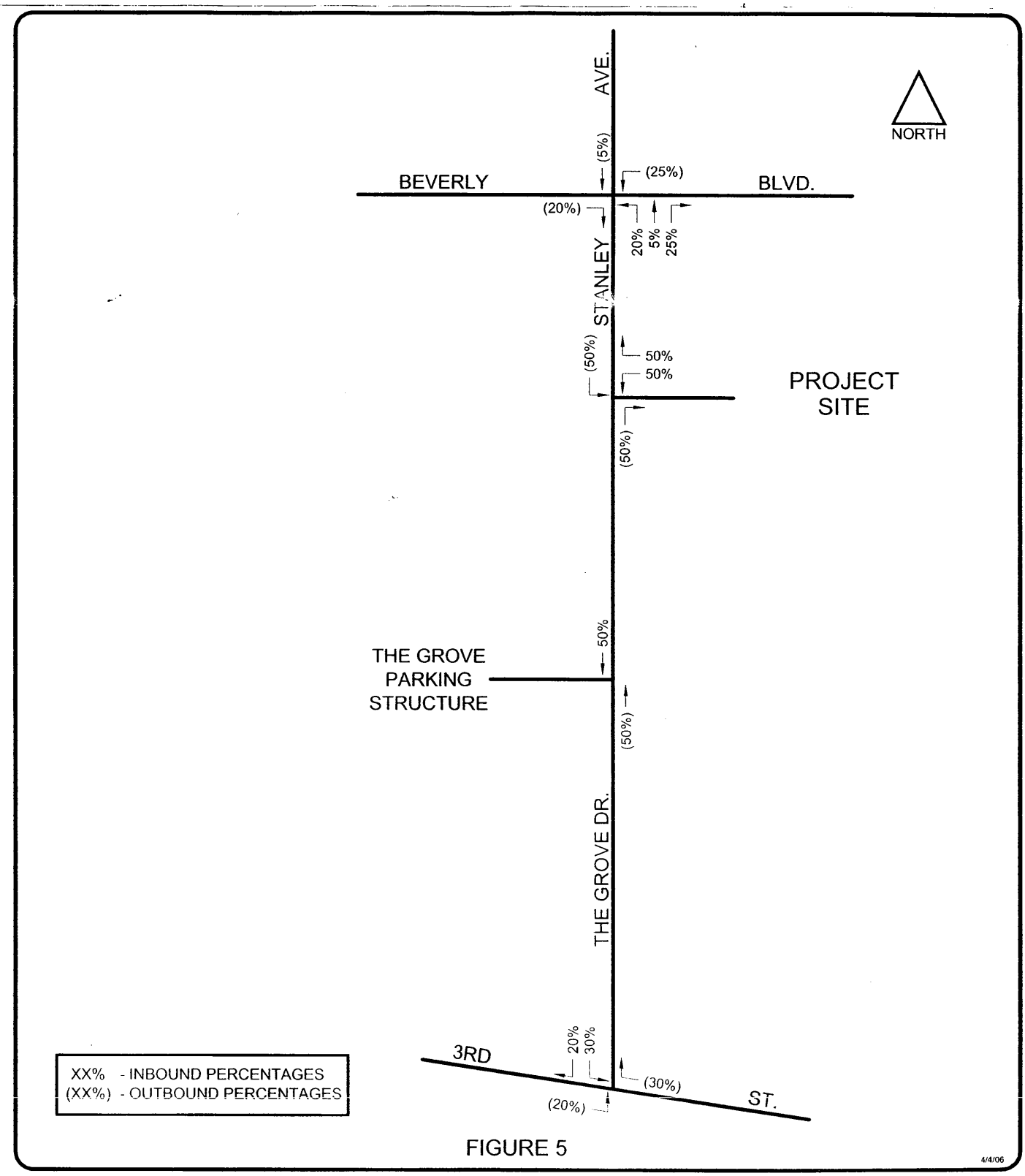


FIGURE 5

4/4/06

FN: LOS ANGELES MUSEUM OF THE HOLOCAUST\PROJ-DIST

PROJECT TRIP DISTRIBUTION

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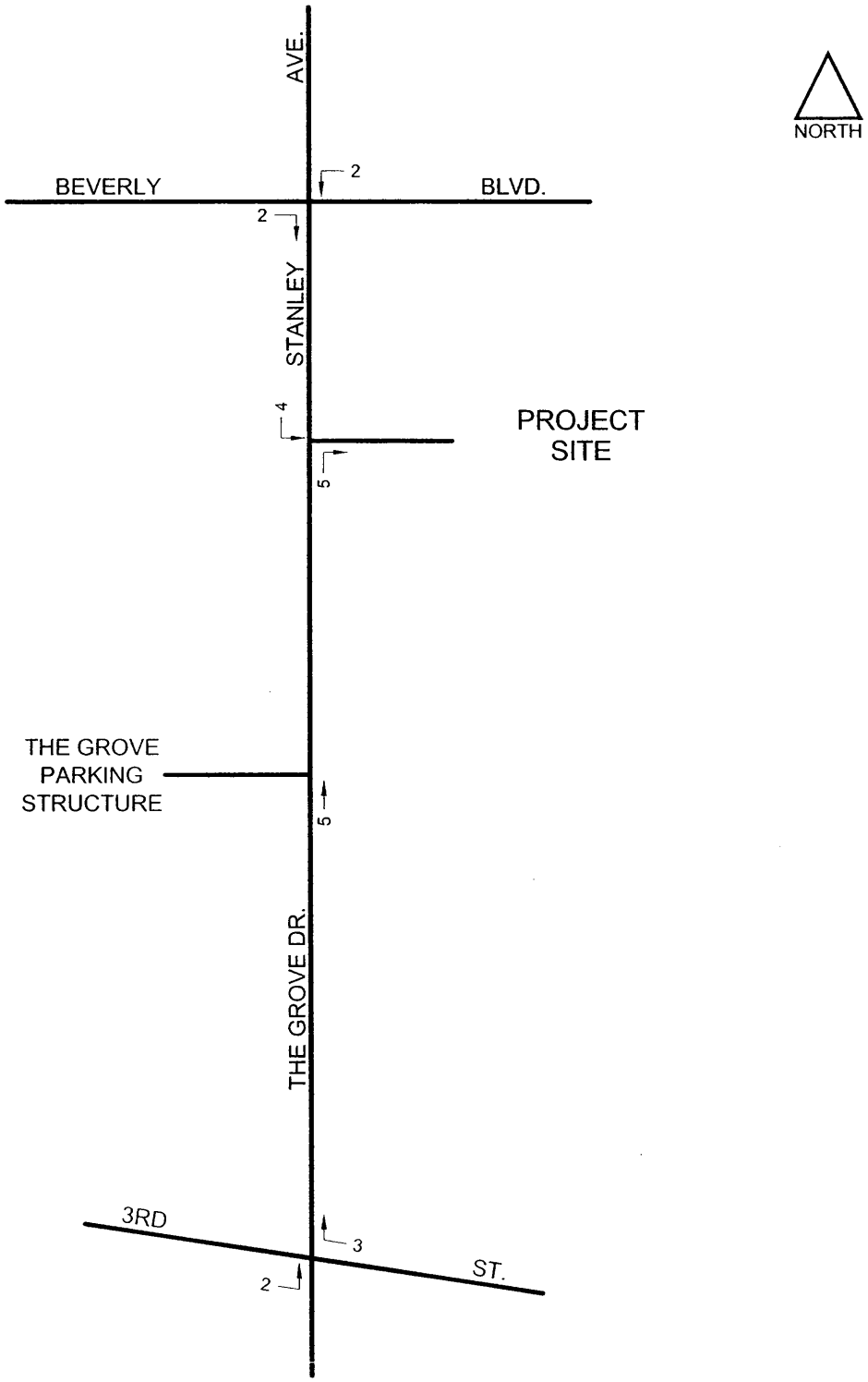


FIGURE 6(a)

5/25/2006

Los Angeles Museum of the Holocaust\AMPRJ

PROJECT TRAFFIC VOLUMES (NET)
AM PEAK HOUR

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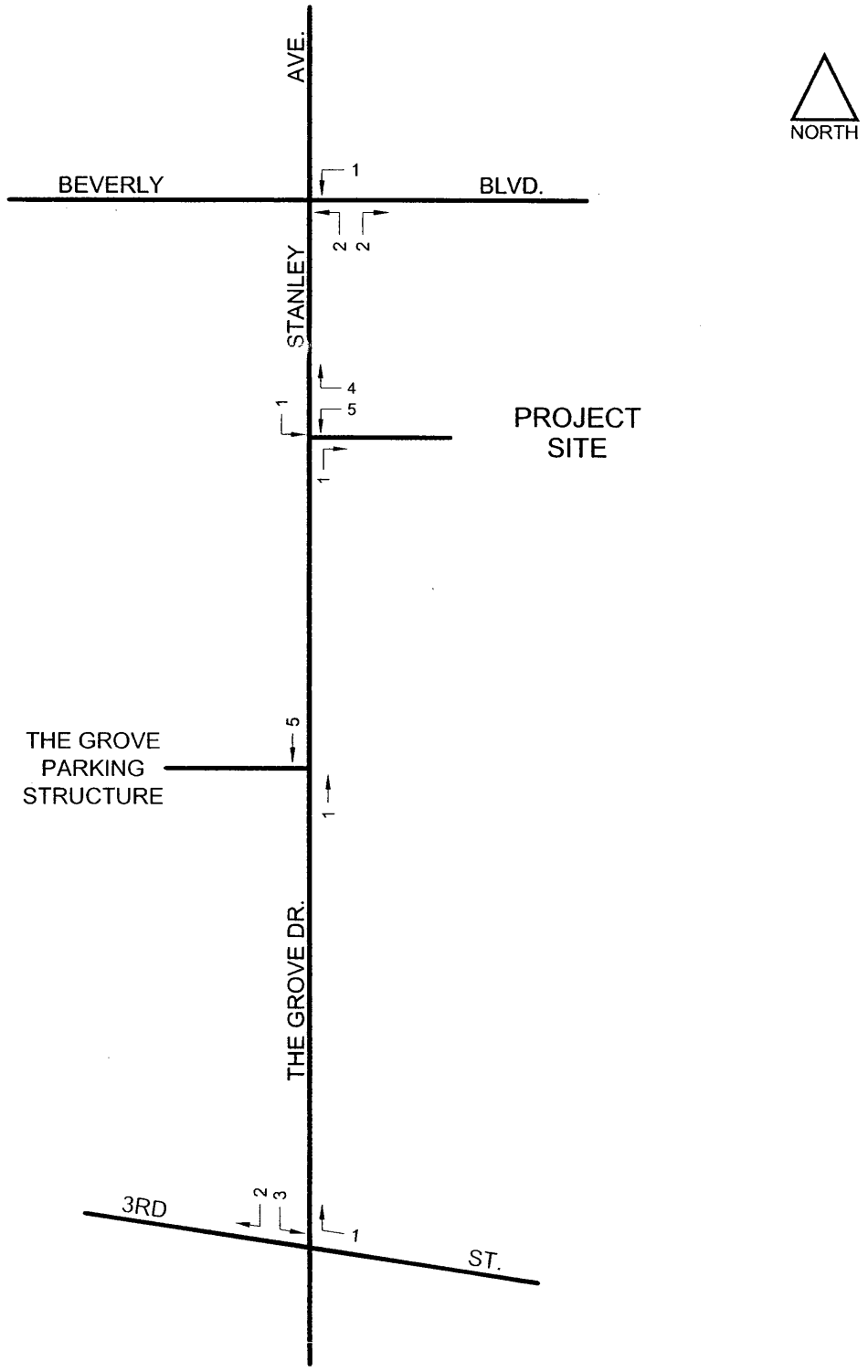


FIGURE 6(b)

5/25/2006

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PROJECT TRAFFIC VOLUMES (NET)
PM PEAK HOUR

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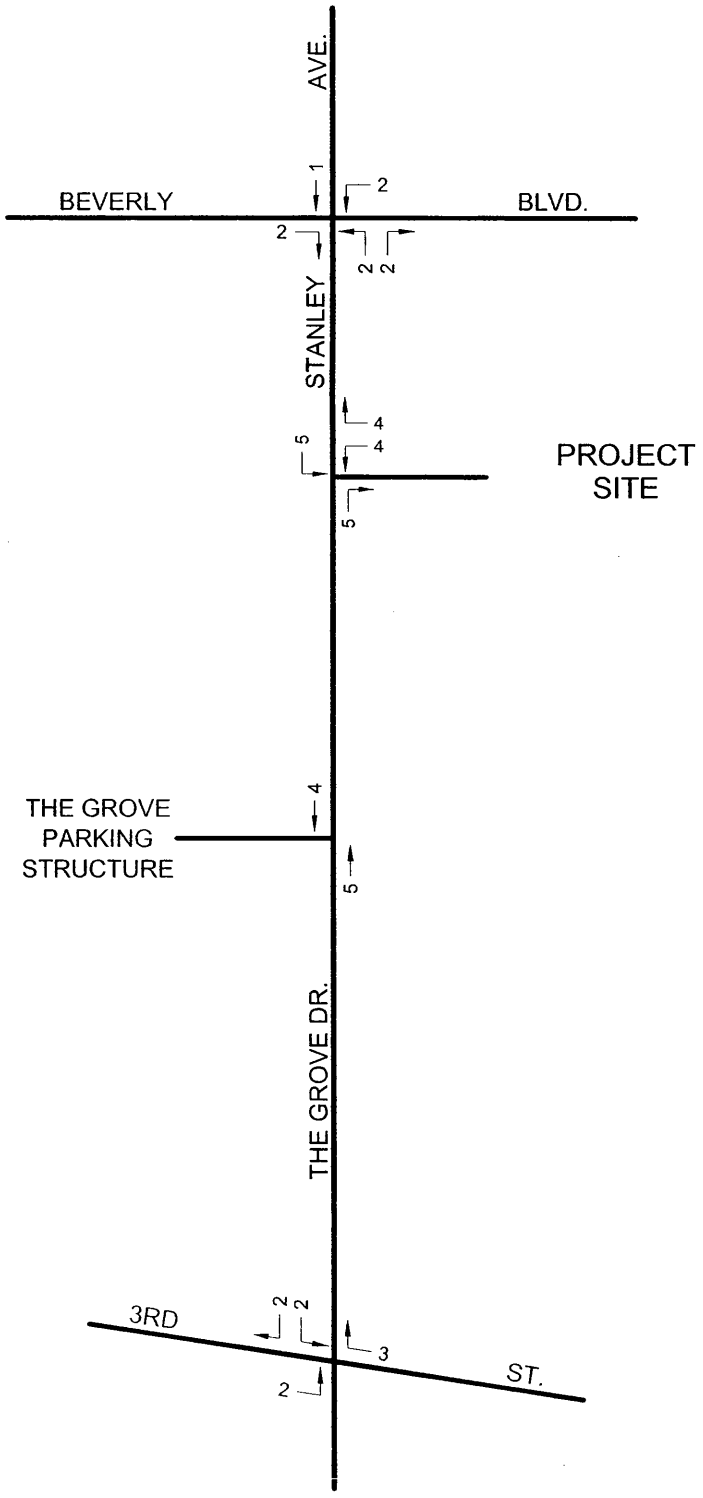


FIGURE 6(c)

5/25/2006

Los Angeles Museum of the Holocaust\SUNDAYPRJ

PROJECT TRAFFIC VOLUMES (NET)
SUNDAY PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

A number of projects are either planned for development or are currently under construction in the project area. These "related projects" could contribute to traffic in and around the project vicinity in the near future. For this reason, analysis of the future traffic has been expanded to include traffic which may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the project area, an analysis of the existing (2006) traffic volumes was first conducted, as described in the preceding sections. For the subsequent analysis of future conditions for the year 2010, an "ambient growth factor" of 1.0 percent per year, compounded annually, was applied to all of the existing turning movement volumes at the three study intersections. The results provide the "baseline" traffic volumes for the analysis of future (2010) conditions. Although the inclusion of the annual growth factor is expected to capture all area traffic increases, for the purposes of providing a conservative analysis, the traffic generated by nearby "related projects" was also added to these future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the "Without Project" condition. Finally, project traffic was analyzed as an incremental addition to the Future (2010) "Without Project" condition to determine the Future (2010) "With Project" condition.

Traffic Growth

Based on an analysis of the trends in traffic growth in the study area over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was deemed reasonable. A growth factor was used to account for increases in traffic resulting from projects not yet proposed or outside of the study area. This "growth factor," compounded annually, was applied to the existing (2006) traffic volumes to develop the estimated baseline volumes for the future study year 2010.

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the study area ("related projects") that might be developed within the study time frame were obtained from the City of Los Angeles Department of Transportation, the City of West Hollywood, the City of Beverly Hills, Los Angeles Unified School District (LAUSD) and recent studies of projects in the area. A review of the information currently available indicated that a total of 46 projects within one and a half mile radius from the project site may produce additional traffic at the study intersections. As noted previously, the ambient traffic growth factor is expected to accurately represent all area traffic growth within the study period and, as such, the inclusion of the 46 related projects in addition to assumed background traffic growth may tend to overstate cumulative conditions. Traffic expected to be generated by the related projects was estimated by applying the trip generation equations and rates in Table 7.

The locations of the related projects are illustrated in Figure 7, with their descriptions and trip generations shown in Table 8. In order to estimate the potential "worst case" future area traffic conditions, trip estimates for the related projects generally do not include pass-by, internal trip or transit trip reductions, because specifics of the operations of many of the projects are unknown. To evaluate Year 2010 "Without Project" traffic conditions, the peak hour trips estimated in Table 8 were assigned to the area circulation system, using methods similar to those previously described for project traffic assignment.

For the analysis of future (2010) "Without Project" traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 8(a), 8(b) and

Table 7
Related Projects Trip Generation Rates and Equations

Apartment (per dwelling unit) – LU 220	
Daily:	T = 6.72 (D)
AM Peak Hour:	T = 0.51 (D); I/B = 20%; O/B = 80%
PM Peak Hour:	T = 0.62 (D); I/B = 65%; O/B = 35%
Sunday Daily:	T = 5.86 (D)
Sunday Peak Hour:[1]	T = 0.51 (D); I/B = 50%; O/B = 50%
Residential Condominium/Townhouse (per dwelling unit) – LU 230	
Daily:	T = 5.86 (D)
AM Peak Hour:	T = 0.44 (D); I/B = 17%; O/B = 83%
PM Peak Hour:	T = 0.52 (D); I/B = 67%; O/B = 33%
Sunday Daily:	T = 4.84 (D)
Sunday Peak Hour:	T = 0.45 (D); I/B = 49%; O/B = 51%
Senior Adult Housing (per occupied dwelling unit) – LU 252	
Daily:	T = 3.48 (D)
AM Peak Hour:	T = 0.08 (D); I/B = 45%; O/B = 55%
PM Peak Hour:	T = 0.11 (D); I/B = 61%; O/B = 39%
Sunday Daily:	T = 2.70 (D)
Sunday Peak Hour: [1]	T = 0.55 (D); I/B = 50%; O/B = 50%
Private School (K-12) (per student) – LU 536	
Daily:	T = 2.48 (S)
AM Peak Hour:	T = 0.79 (S); I/B = 61%, O/B = 39%
PM Peak Hour:	T = 0.17 (S); I/B = 43%, O/B = 57%
Sunday Daily:	N/A
Sunday Peak Hour:	N/A
General Office Building (per 1,000 sf) – LU 710	
Daily:	Ln(T) = 0.77 Ln(A) + 3.65
AM Peak Hour:	Ln(T) = 0.80 Ln(A) + 1.55; I/B = 88%, O/B = 12%
PM Peak Hour:	T = 1.12 (A) + 78.81; I/B = 17%, O/B = 83%
Sunday Daily:	Ln(T) = 0.86 Ln(A) + 0.31
Sunday Peak Hour:	Ln(T) = 0.61 Ln(A) – 0.23; I/B = 58%, O/B = 42%
Medical-Dental Office Building (per 1,000 sf) – LU 720	
Daily:	T = 36.13 (A)
AM Peak Hour:	T = 2.48 (A); I/B = 79%, O/B = 21%
PM Peak Hour:	T = 3.72 (A); I/B = 27%, O/B = 73%
Sunday Daily:	T = 1.55 (A)
Sunday Peak Hour:	T = 0.40 (A); I/B = 52%, O/B = 48%

Table 7 (cont.)
Related Projects Trip Generation Rates and Equations

Shopping Center (per 1,000 sf) – LU 820

Daily:	Ln(T) = 0.65 Ln(A) + 5.83
AM Peak Hour:	Ln(T) = 0.60 Ln(A) + 2.29; I/B = 61%, O/B = 39%
PM Peak Hour:	Ln(T) = 0.66 Ln(A) + 3.40; I/B = 48%, O/B = 52%
Sunday Daily:	T = 25.24 (A)
Sunday Peak Hour:	T = 3.12 (A); I/B = 49%, O/B = 51%

High-Turnover (Sit-Down) Restaurant (per 1,000 sf) – LU 932

Daily:	T = 127.15 (A)
AM Peak Hour:	T = 11.52 (A); I/B = 52%, O/B = 48%
PM Peak Hour:	T = 10.92 (A); I/B = 61%, O/B = 39%
Sunday Daily:	T = 131.84 (A)
Sunday Peak Hour:	T = 18.46 (A); I/B = 55%, O/B = 45%

Fast-Food Restaurant with Drive-Through Window (per 1,000 sf) – LU 934

Daily:	T = 496.12 (A)
AM Peak Hour:	T = 53.11 (A); I/B = 51%, O/B = 49%
PM Peak Hour:	T = 34.64 (A); I/B = 52%, O/B = 48%
Sunday Daily:	T = 542.72 (A)
Sunday Peak Hour:	T = 72.74 (A); I/B = 48%, O/B = 52%

Where:

T	= trip ends	A	= building area in 1,000's of square feet
I/B	= inbound	D	= dwelling unit
O/B	= outbound	S	= student

Note:
[1] Sunday Peak Hour inbound and outbound split not available, assumed 50% inbound and outbound splits.

Sources:
Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington D.C., 2003.

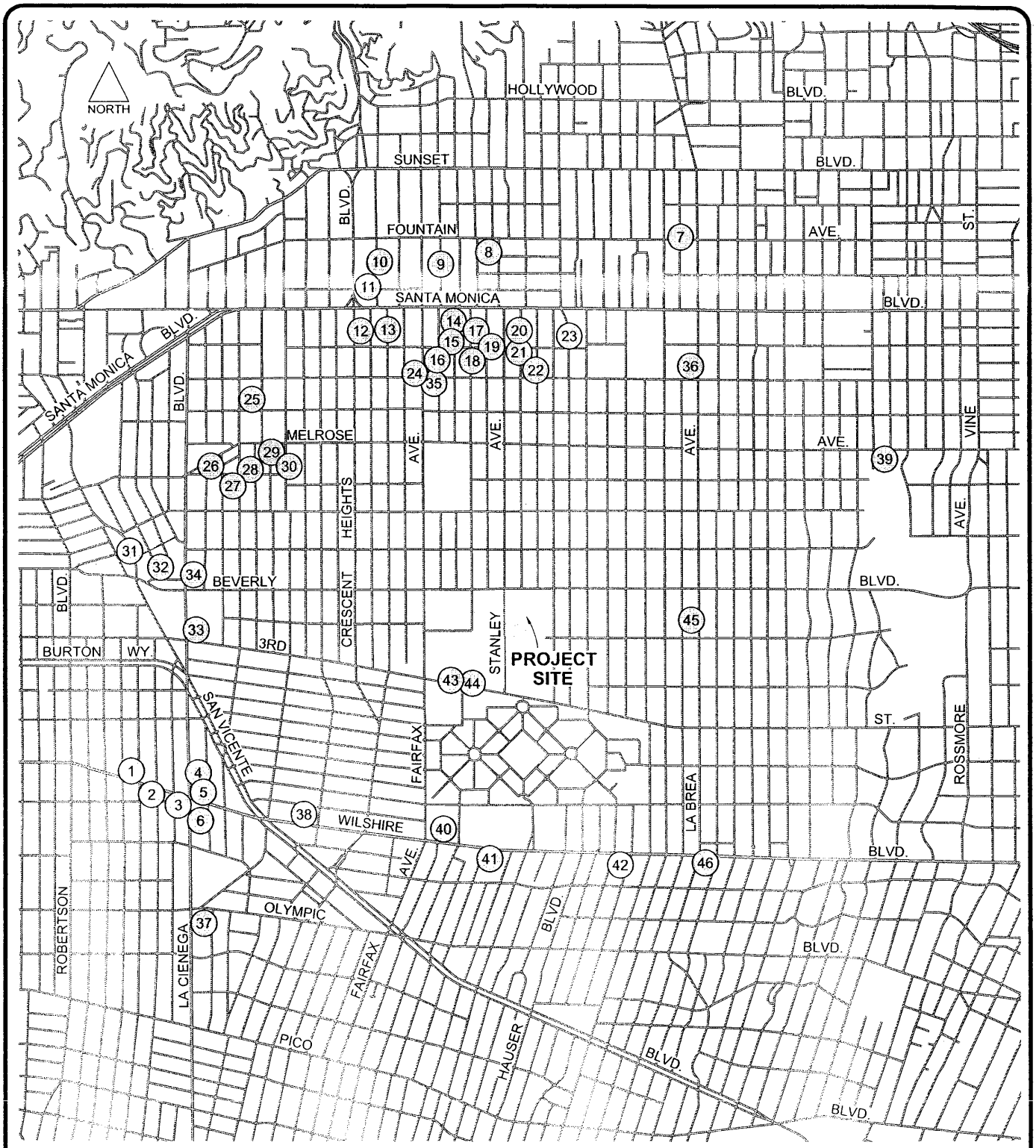


FIGURE 7

5/31/2006

LOS ANGELES MUSEUM OF THE HOLOCAUST\RELPROJS

RELATED PROJECTS LOCATION MAP

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Table 8
Related Projects Location, Description, and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Weekday Daily	Weekday AM Peak Hour In	Weekday AM Peak Hour Out	Weekday AM Peak Hour Total	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Sunday Daily	Sunday Peak Hour In	Sunday Peak Hour Out	Sunday Peak Hour Total
1.	8601 Wilshire Boulevard	37	du	Apartment	249	4	15	19	15	8	23	217	10	9	19
2.	8600 Wilshire Boulevard	4,800	sf	Retail	944	15	10	25	40	44	84	121	7	8	15
		21	du	Residential	141	2	9	11	8	5	13	123	6	5	11
					1,085	17	19	36	48	49	97	244	13	13	26
3.	8536 Wilshire Boulevard	24,890	sf	Office/Retail	457	55	7	62	18	89	107	22	3	3	6
4.	155-157 N. Hamilton Drive	11	du	Residential	74	1	5	6	5	2	7	64	3	3	6
5.	50 N. La Cienega Boulevard	14,000	sf	Medical Office	506	28	7	35	14	38	52	22	3	3	6
6.	225 S. Hamilton	27	du	Residential	181	3	11	14	11	6	17	158	7	7	14
7.	1319-1327 Detroit Street	25	du	Condominium	147	2	9	11	9	4	13	121	5	6	11
8.	7729 Hampton Avenue	2	du	Apartment	13	0	1	1	1	0	1	12	1	0	1
9.	1220 Orange Grove Avenue	12	du	Condominium	70	1	4	5	4	2	6	58	2	3	5
10.	1248 Laurel Avenue	16	du	Condominium	94	1	6	7	5	3	8	77	3	4	7
11.	8008 Norton Avenue	8	du	Condominium	47	1	3	4	3	1	4	39	2	2	4
12.	1047 Crescent Heights Boulevard	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
13.	1010 Edinburgh Avenue	10	du	Condominium	59	1	3	4	3	2	5	48	2	3	5
14.	1024 Ogden Drive	5	du	Apartment	34	1	2	3	2	1	3	29	2	1	3
15.	1021 Ogden Drive	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
16.	950 Orange Grove Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
17.	1046 Genesee Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
18.	925 Genesee Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
19.	1013 Spaulding Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
20.	1048 Curson Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
21.	1040 Curson Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
22.	917 Sierra Bonita Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
23.	1029 Vista Street	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2

Table 8 (cont.)
Related Projects Location, Description, and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Weekday Daily	Weekday AM Peak Hour In	Weekday AM Peak Hour Out	Weekday AM Peak Hour Total	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Sunday Daily	Sunday Peak Hour In	Sunday Peak Hour Out	Sunday Peak Hour Total
24.	7917 Willoughby Avenue	8	du	Condominium	47	1	3	4	3	1	4	39	2	2	4
25.	825 Kings Road	18	du	Condominium	105	1	7	8	6	3	9	87	4	4	8
26.	612-616 Croft Avenue	11	du	Condominium	64	1	4	5	4	2	6	53	2	3	5
27.	500 Orlando Avenue	4	du	Apartment	27	0	2	2	1	1	2	23	1	1	2
28.	547 Kings Road	4	du	Condominium	23	0	2	2	1	1	2	19	1	1	2
29.	632-636 Kings Road	6	du	Condominium	35	1	2	3	2	1	3	29	1	2	3
30.	533 Sweetzer Avenue	5	du	Condominium	29	0	2	2	2	1	3	24	1	1	2
31.	365 San Vicente Boulevard	135	du	Condominium	791	10	49	59	47	23	70	653	30	31	61
		42	du	Senior Housing	146	1	2	3	3	2	5	113	12	11	23
					937	11	51	62	50	25	75	766	42	42	84
32.	310 Huntley Drive	170	st	Private School	422	82	52	134	12	17	29	0	0	0	0
33.	100 La Cienega Boulevard [1]	324,910	sf	Shopping Center	(174)	(28)	32	4	84	(19)	65	(174)	84	(19)	65
		30,348	sf	High-Turnover Restaurant											
		62	du	Condominium											
		177	du	Assisted Living											
34.	329 La Cienega Boulevard	140	st	Private School	347	68	43	111	10	14	24	0	0	0	0
35.	801 Fairfax Avenue	93	du	Apartment	625	9	38	47	38	20	58	545	24	23	47
		15,826	sf	Shopping Center	2,049	32	20	52	89	96	185	399	24	25	49
					2,674	41	58	99	127	116	243	944	48	48	96
36.	915 La Brea Avenue	203	du	Apartment	1,364	21	83	104	82	44	126	1,190	52	52	104
		45,300	sf	Retail	4,059	59	38	97	178	193	371	1,143	69	72	141
					5,423	80	121	201	260	237	497	2,333	121	124	245
37.	1016 La Cienega Boulevard [2]	11,085	sf	Shopping Center	1,626	26	16	42	71	76	147	280	17	18	35
38.	6411 Wilshire Boulevard	29,060	sf	Retail	3,041	46	29	75	133	144	277	733	45	46	91
		2,500	sf	Fast-Food Restaurant	1,240	68	65	133	45	42	87	1,357	87	95	182
		130	du	Apartment	874	13	53	66	53	28	81	762	33	33	66
					5,155	127	147	274	231	214	445	2,852	165	174	339

Table 8 (cont.)
Related Projects Location, Description, and Trip Generation

Map No.	Location (Address)	Size	Unit	Description	Weekday Daily	Weekday AM Peak Hour In	Weekday AM Peak Hour Out	Weekday AM Peak Hour Total	Weekday PM Peak Hour In	Weekday PM Peak Hour Out	Weekday PM Peak Hour Total	Sunday Daily	Sunday Peak Hour In	Sunday Peak Hour Out	Sunday Peak Hour Total
39.	5920 Melrose Avenue	54	du	Apartment	363	6	22	28	21	12	33	316	14	14	28
		16,000	sf	Retail	2,064	32	20	52	90	97	187	404	25	25	50
					2,427	38	42	80	111	109	220	720	39	39	78
40.	652 Ogden Street [3]	20,000	sf	New Entrance	1,443	115	20	135	49	122	171	2,464	166	126	292
		30,000	sf	Subterranean Utilities											
		2,500	sf	Specialty Retail											
		2,500	sf	Restaurant											
		80,000	sf	Entitled Museum (BCAM)											
41.	5600 Wilshire Boulevard	288	du	Apartment	1,935	29	118	147	116	63	179	1,688	74	73	147
		4,000	sf	Retaurant	509	24	22	46	27	17	44	527	41	33	74
		8,500	sf	Retail	1,368	22	14	36	59	64	123	215	13	14	27
					3,812	75	154	229	202	144	346	2,430	128	120	248
42.	5500 Wilshire Boulevard [4]	175	du	Apartment	842	12	49	61	52	28	80	1,026	45	44	89
43.	6298 3rd Street	300	du	Apartment	2,016	31	122	153	121	65	186	1,758	77	76	153
44.	6300 3rd Street	300	du	Apartment	2,016	31	122	153	121	65	186	1,758	77	76	153
45.	145 La Brea Avenue	18,610	sf	Shopping Center	2,277	35	22	57	99	107	206	470	28	30	58
46.	SEC Wilshire Boulevard and	400	du	Apartment	2,688	41	163	204	161	87	248	2,344	102	102	204
	La Brea Avenue	30,000	sf	Shopping Center	3,105	46	30	76	136	147	283	757	46	48	94
					5,793	87	193	280	297	234	531	3,101	148	150	298

Sources:

[1] Traffic Impact Analysis for Beverly Connection (100 N La Cienega Boulevard, City of Los Angeles), Crain & Associates, March 2005.

[2] Traffic and Circulation Analysis for Los Angeles County Museum of Art, Crain & Associates, June 28, 2004.

[3] Traffic Impact Report for the Proposed Apartment Development at 5500 Wilshire Boulevard, City of Los Angeles, August 2005.

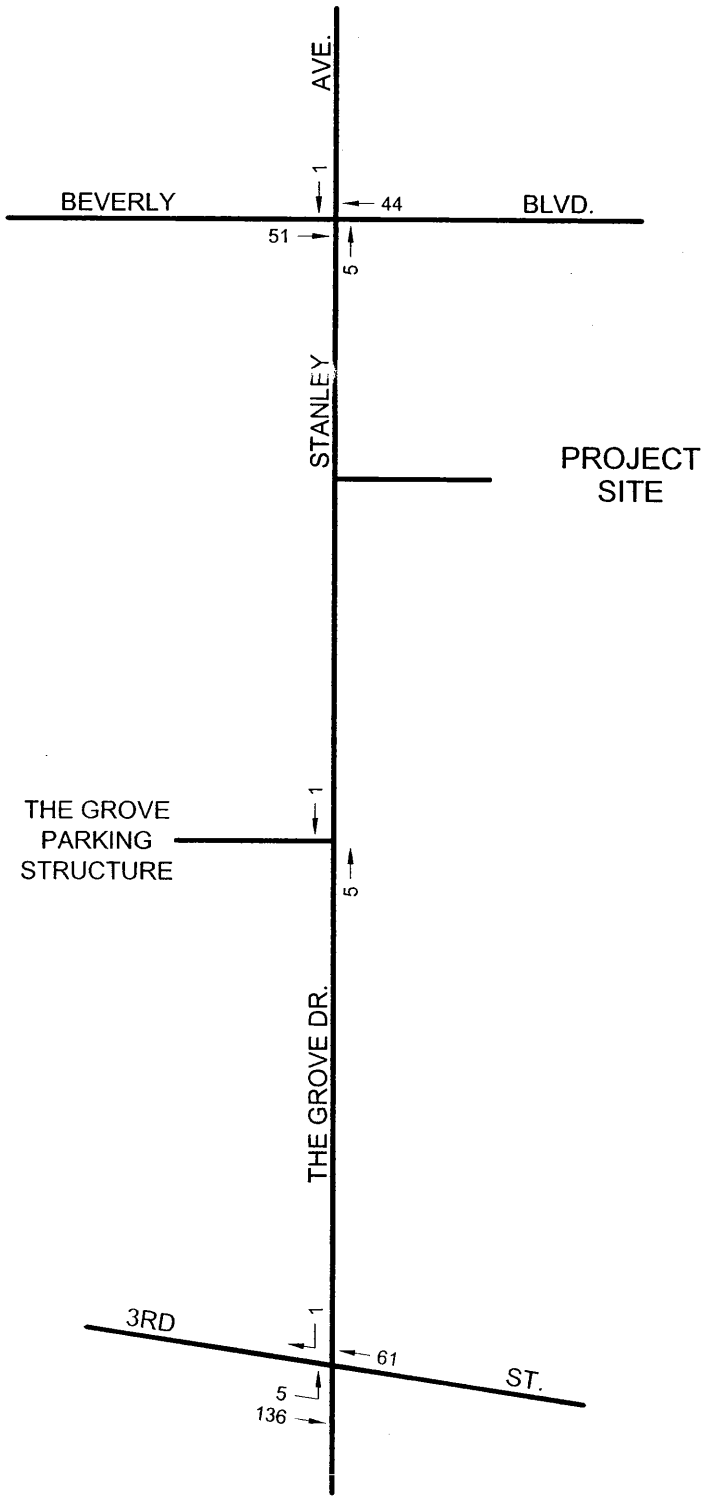


FIGURE 8(a)

5/26/2006

Los Angeles Museum of the Holocaust\AMREL

RELATED PROJECTS TRAFFIC VOLUMES
AM PEAK HOUR

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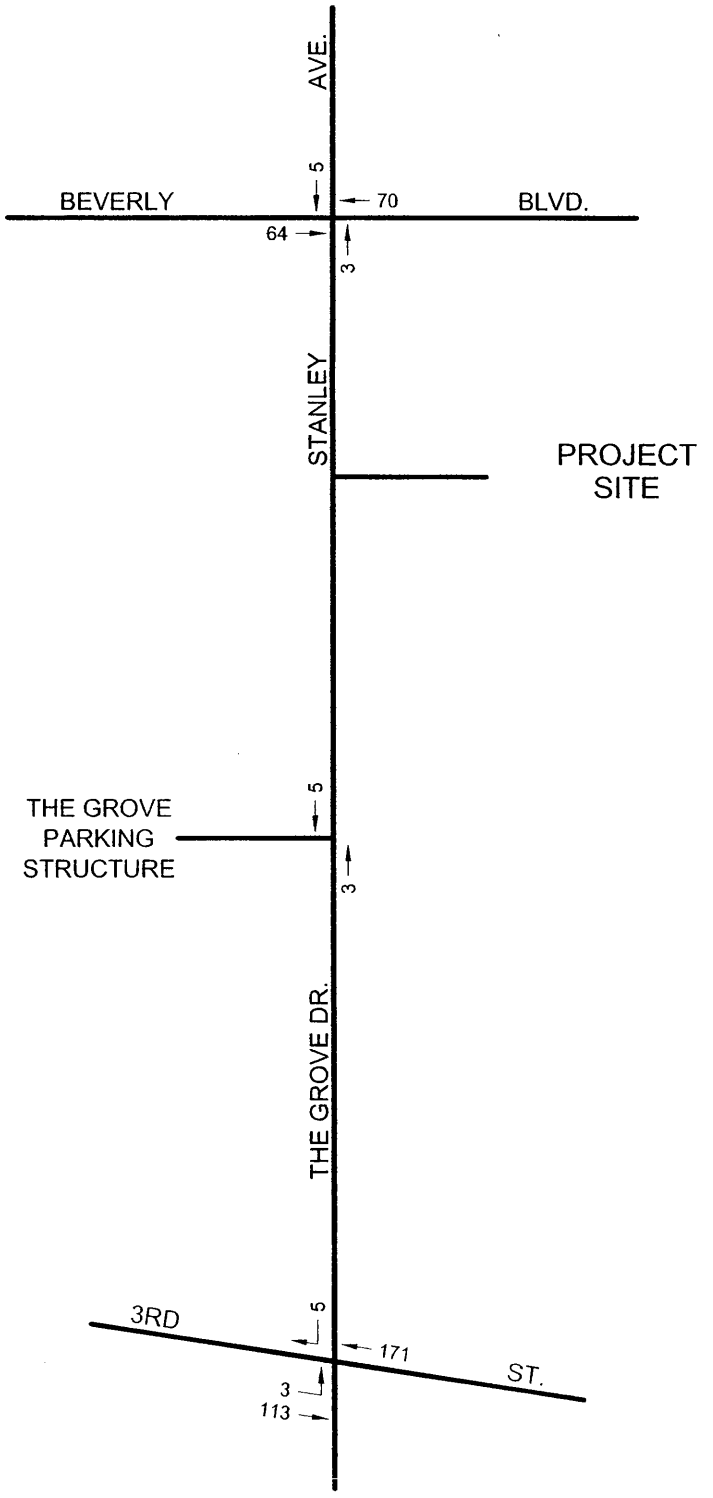


FIGURE 8(b)

5/31/2006

Los Angeles Museum of the Holocaust\PMREL

RELATED PROJECTS TRAFFIC VOLUMES
PM PEAK HOUR

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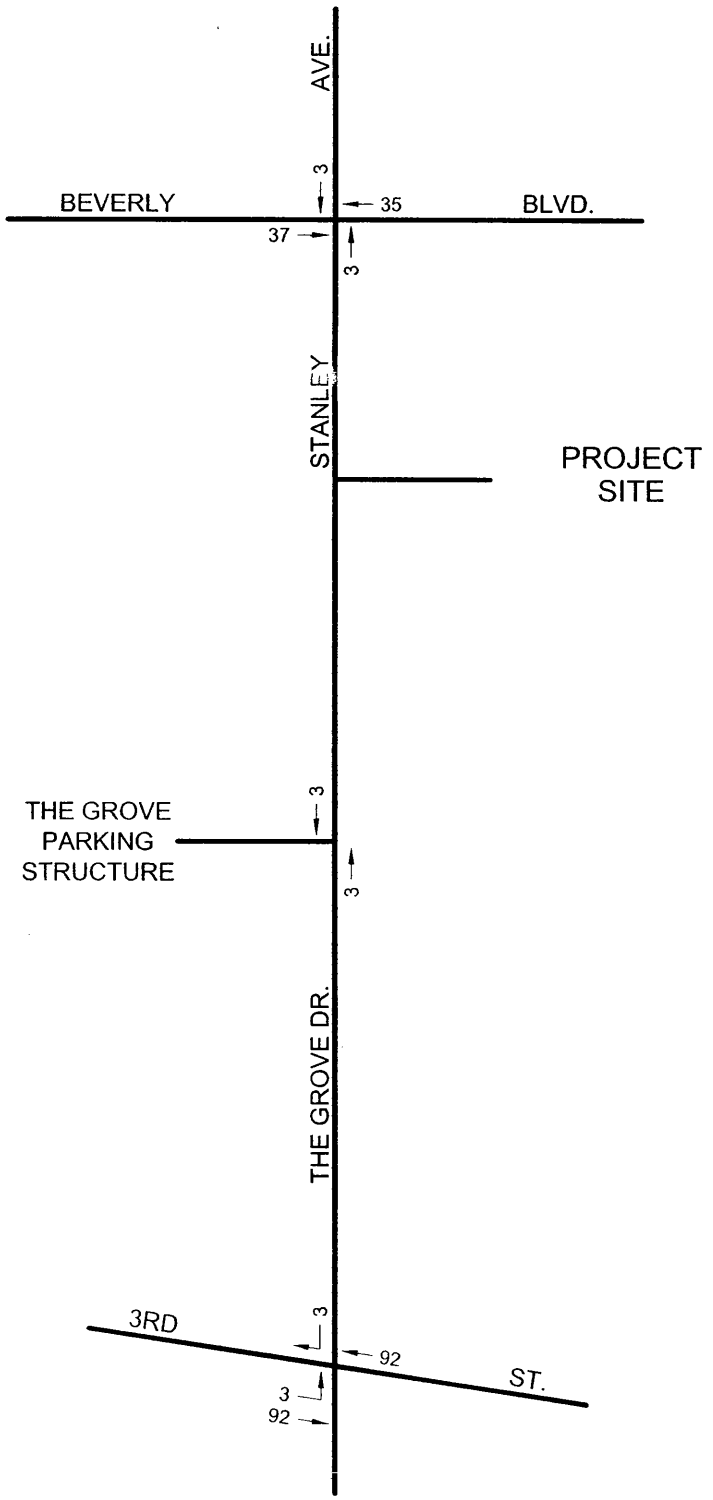


FIGURE 8(c)

5/31/2006

Los Angeles Museum of the Holocaust\SUNREL

RELATED PROJECTS TRAFFIC VOLUMES
SUNDAY PEAK HOUR

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8(c) for the weekday AM and PM peak hour and Sunday mid-day peak hour, respectively. The related projects traffic volumes were then combined with the growth-factored, background traffic volumes described in the previous section, resulting in Year 2010 "Without Project" peak-hour traffic estimates, which is shown in Figures 9(a), 9(b) and 9(c) for the weekday AM and PM peak hour and Sunday mid-day peak hour, respectively.

These estimates are the "benchmark" volumes used in determining project traffic impacts on the street system. Actual future traffic volumes in the study area could be substantially less than depicted in Figures 9(a), 9(b) and 9(c) because the timing of their completion (if at all) is speculative. However, they were included in this traffic analysis to present the most conservative conditions reasonably expected to occur. Some of the projects will be required to implement traffic reduction programs as conditions of their development, as discussed in an earlier section of this report. Such reductions were not assumed. No discounts were taken for expected trip linkages between future projects. Additionally, some of the projects identified may be delayed or not built to the intensity described. Finally, as noted above, trip discounts were generally not considered for related projects trip-reducing factors such as pass-by, internal or transit trips.

Highway System Improvements

A review of the City of Los Angeles' planned improvements for the study area indicates that there are future ongoing improvements to the roadway system in the vicinity of the project site. The City of Los Angeles is implementing the ATSAC (Automated Traffic Surveillance and Control) System and ATCS (Adaptive Traffic Control System) at signalized intersections throughout the project area. This implementation is scheduled to be completed in February, 2008. The ATSAC and ATCS system provides computer monitoring of traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC and ATCS signal enhancements have been recognized to increase intersection capacities where it has been installed. The analysis of existing and future traffic conditions has not included the effects of ATSAC and ATCS implementation at the study intersections. The year 2010 analysis includes a reduction of the V/C ratio of 10 percent due to the benefits from this system.

Additionally, many traffic control improvements have already been implemented at critical points within the existing highway network serving the proposed development. For example, parking restrictions are enforced along critical intersection approaches where necessary. Left-turn channelization and two-way left-turn lanes are incorporated in the roadway geometrics throughout this portion of the street system.

Analysis of Future (2010) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. For the analysis of future project traffic impacts, the current roadway system's characteristics were assumed to prevail.

As described earlier, future (2010) baseline traffic volumes for the "Without Project" conditions were determined by combining area ambient traffic growth with the total related projects traffic volumes. The future (2010) "Without Project" traffic volumes are illustrated in Figures 9(a), 9(b) and 9(c) for the weekday AM and PM peak hours and Sunday mid-day peak hour, respectively.

Traffic volumes generated by the project, as determined earlier, were then added to these baseline volumes to develop the Future (2009) "With Project" condition to determine traffic impacts directly attributable to the proposed development. These traffic volumes are shown in Figures 10(a), 10(b) and 10(c) for the weekday AM and PM peak hours and Sunday mid-day peak hour, respectively.

The results of the Critical Movement Analysis (CMA) of future traffic conditions at the study intersections are summarized in Table 9. (The CMA calculation worksheets for future conditions are included in Appendix C.)

As shown in Table 9, during weekdays, all study intersections will continue to operate at good levels of service (LOS A to D) in the future year 2010, both with and without the project. During Sunday mid-day peak hour, two of the three study intersections will continue to operate at good levels of service – LOS D or better at the intersections of The Grove Parking Structure Driveway and The Grove Drive, and 3rd Street and The Grove Drive, both without and with the project. One study intersection will operate at LOS E during Sunday mid-day peak hour – Beverly Boulevard and Stanley Avenue.

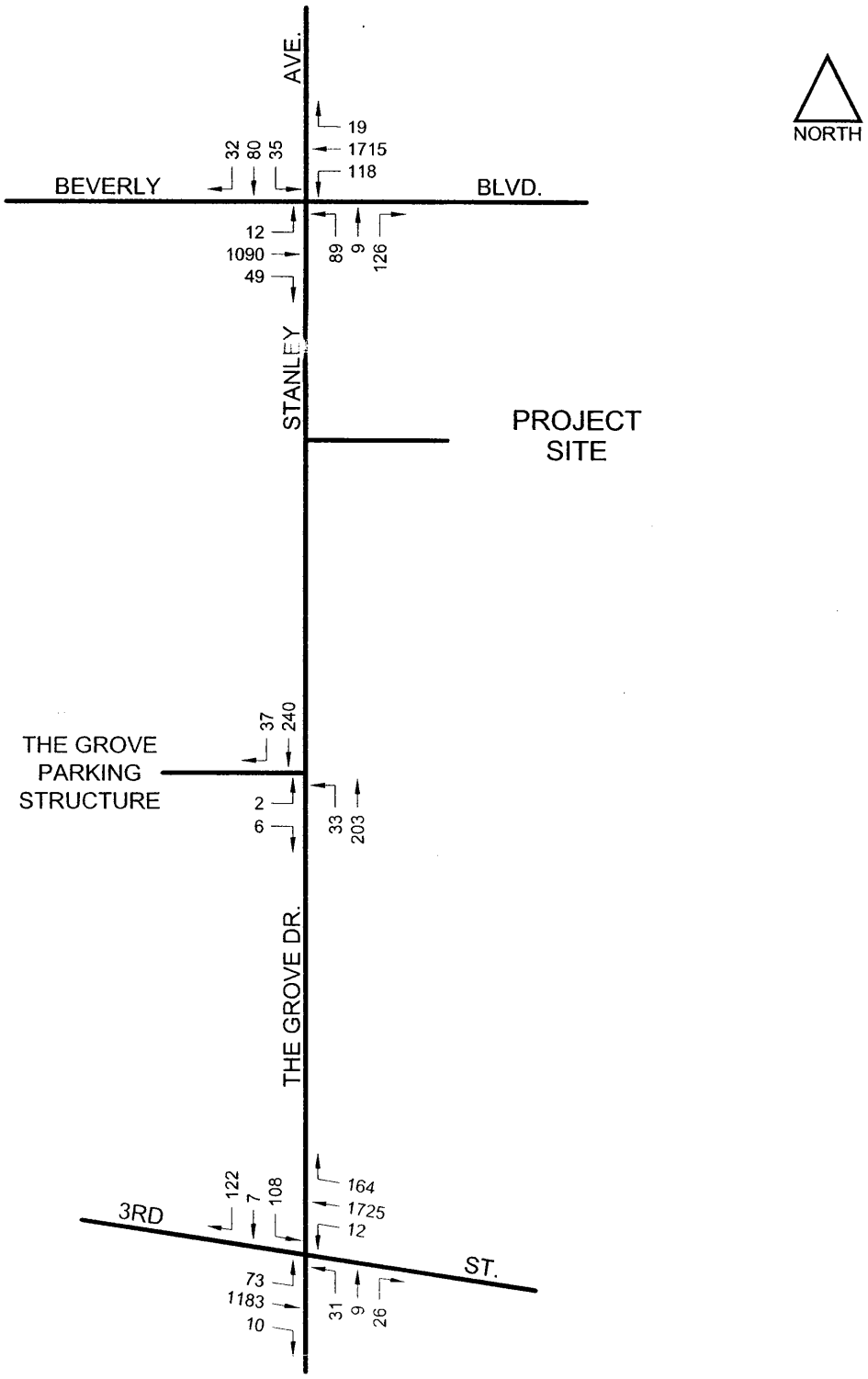


FIGURE 9(a)

5/31/2006

Los Angeles Museum of the Holocaust\AM2010WO

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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Los Angeles, California 90025
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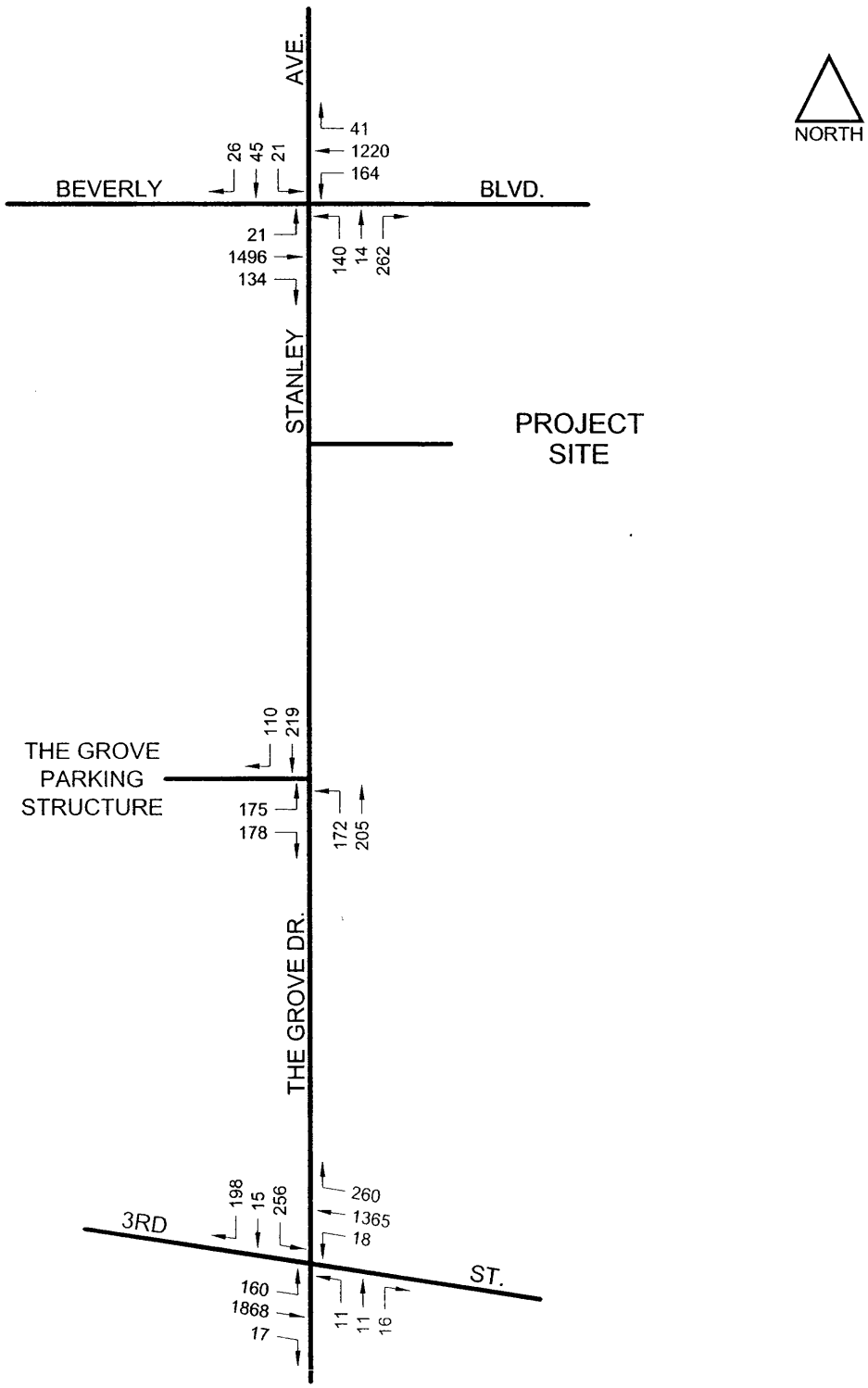


FIGURE 9(b)

5/31/2006

Los Angeles Museum of the Holocaust\PM2010WO

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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Los Angeles, California 90025
(310) 473-6508
Transportation Planning - Traffic Engineering

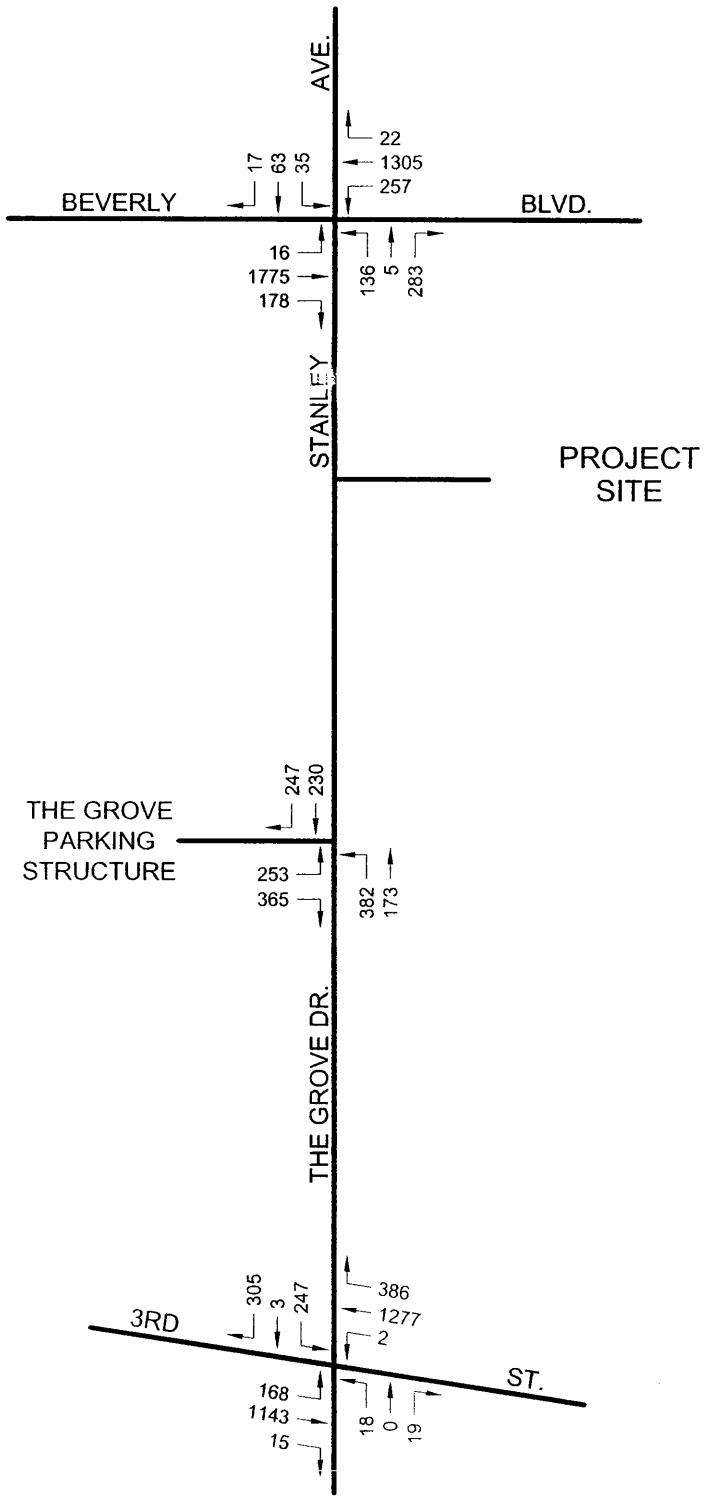


FIGURE 9(c)

5/31/2006

Los Angeles Museum of the Holocaust\SUN2010WO

FUTURE (2010) TRAFFIC VOLUMES
WITHOUT PROJECT
SUNDAY PEAK HOUR

C&A
CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning - Traffic Engineering

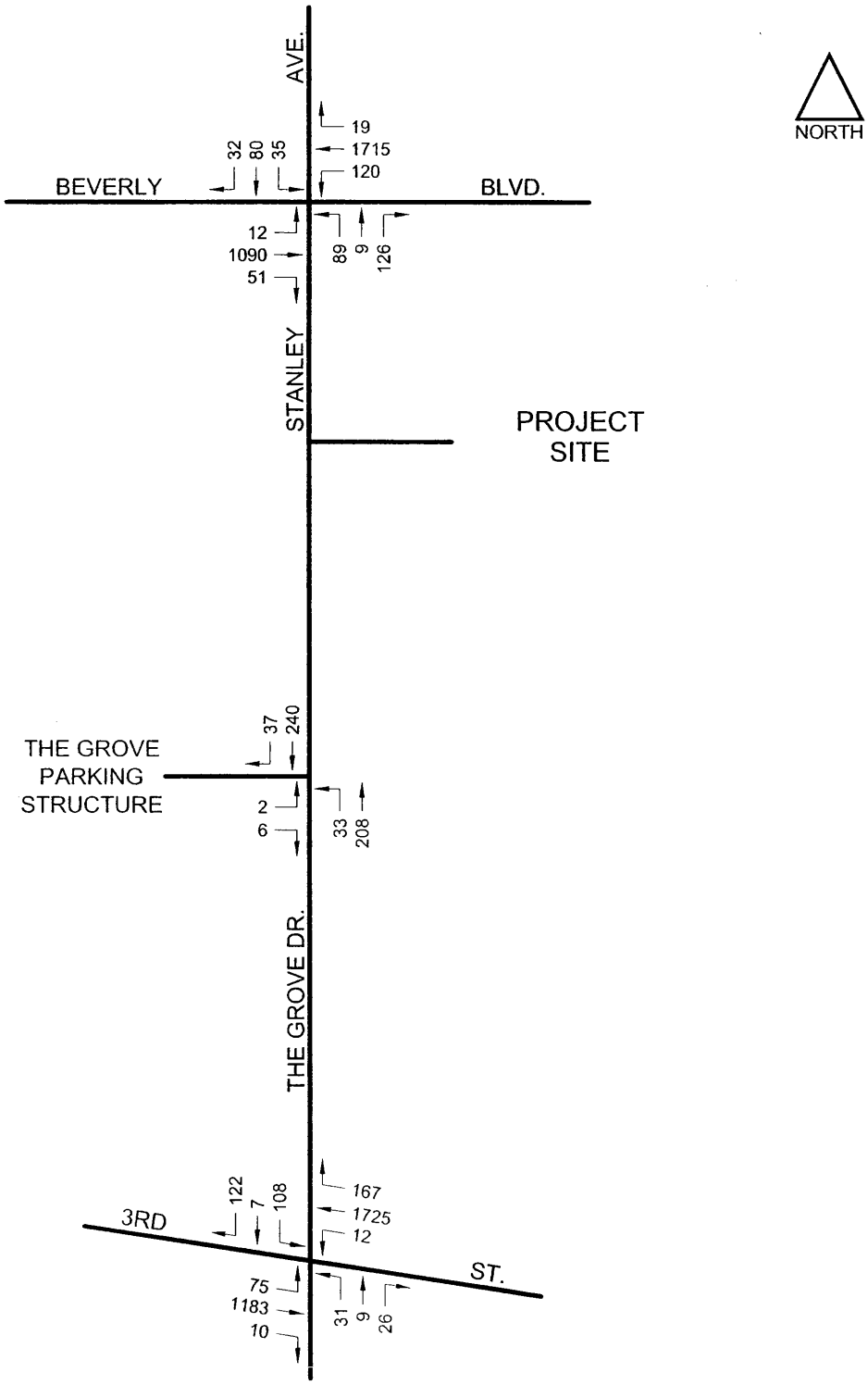


FIGURE 10(a)

5/31/2006

Los Angeles Museum of the Holocaust\AM2010WP

FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(310) 473-6508
Transportation Planning - Traffic Engineering

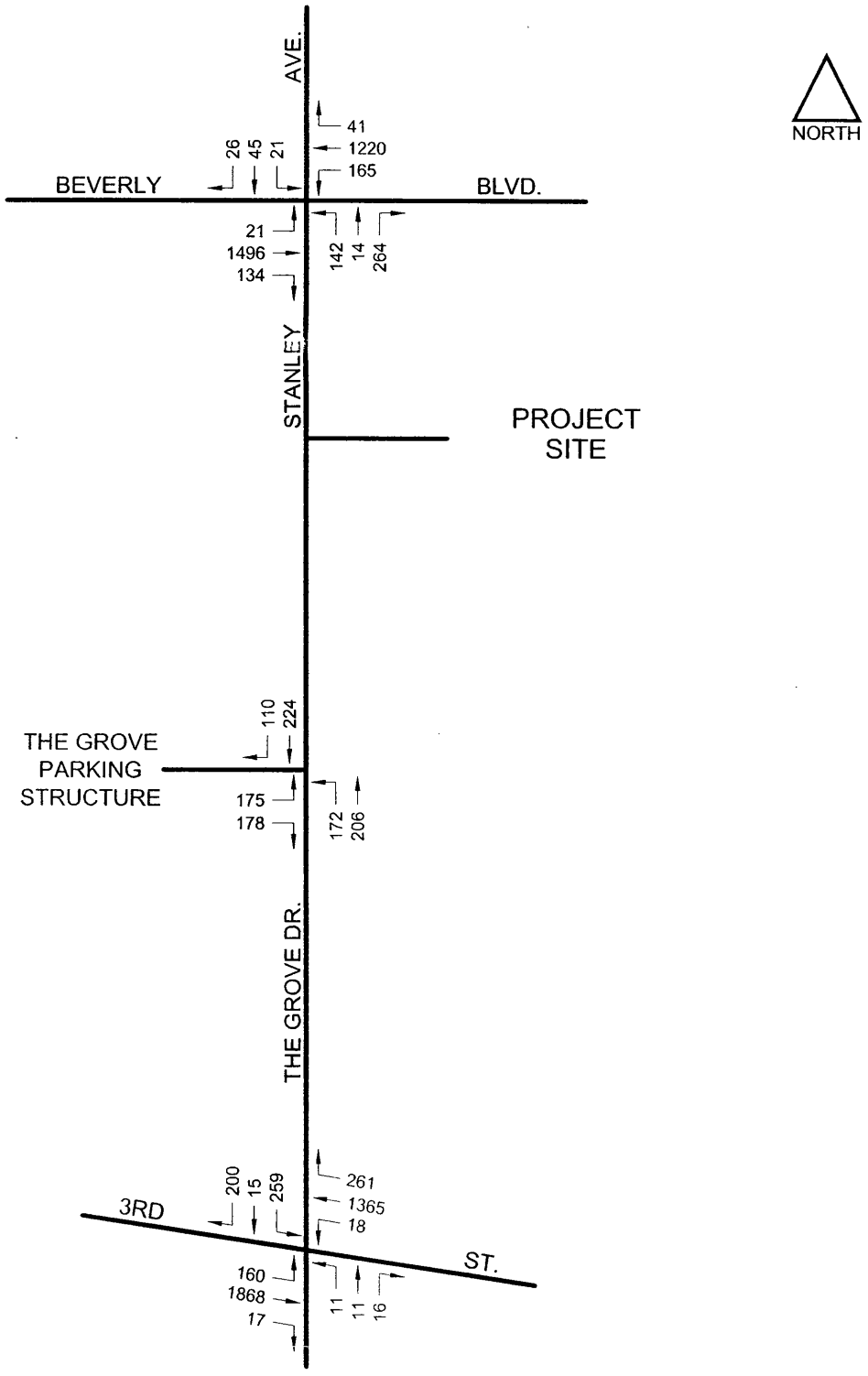


FIGURE 10(b)

5/31/2006

Los Angeles Museum of the Holocaust\PM2010WP

FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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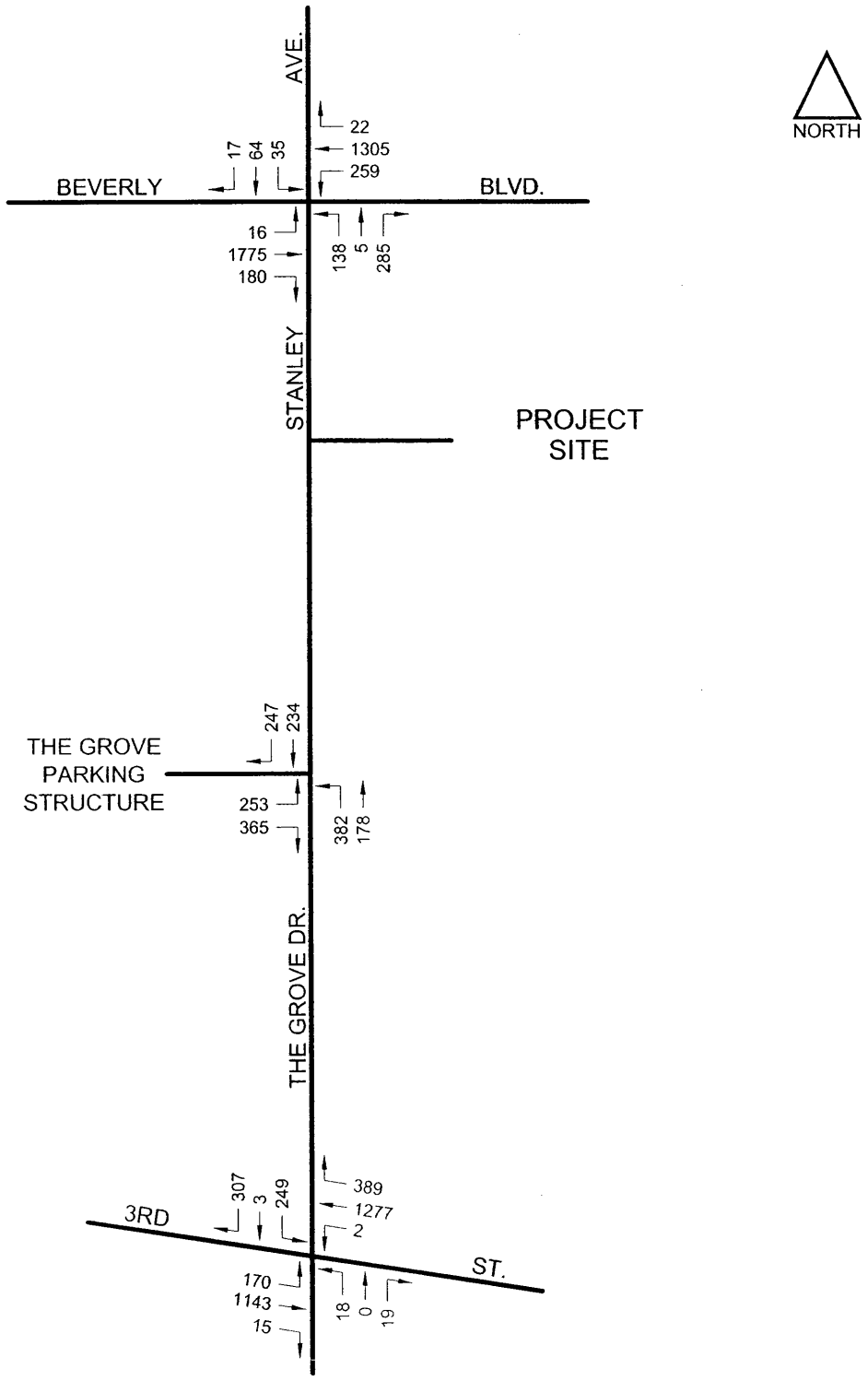


FIGURE 10(c)

5/31/2006

Los Angeles Museum of the Holocaust\SUN2010WP

FUTURE (2010) TRAFFIC VOLUMES
WITH PROJECT
SUNDAY PEAK HOUR

C&A
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Table 9
Critical Movement Analysis (CMA) Summary
Future (2010) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project CMA	Without Project LOS	With Project CMA	With Project LOS	Impact
1.	Beverly Boulevard and Stanley Avenue	Weekday AM	0.717	C	0.717	C	0.000
		Weekday PM	0.749	C	0.752	C	0.003
		Sunday Midday	0.899	D	0.903	E	0.004
2.	The Grove Parking Structure and The Grove Drive	Weekday AM	0.095	A	0.095	A	0.000
		Weekday PM	0.367	A	0.369	A	0.002
		Sunday Midday	0.720	C	0.723	C	0.003
3.	3rd Street and The Grove Drive	Weekday AM	0.678	B	0.680	B	0.002
		Weekday PM	0.696	B	0.696	B	0.000
		Sunday Midday	0.711	C	0.713	C	0.002

Project Intersection Traffic Impacts

The City of Los Angeles defines a significant intersection traffic impact based on a "stepped scale", with intersections at high volume-to-capacity ratios being more sensitive to additional traffic than intersections operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value (i.e., V/C ratio), due to project-related traffic, of 0.010 or more when the final ("with project") Level of Service is E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 10 below.

Table 10
LADOT Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Based on these criteria and as shown in Table 9, the project is not anticipated to significantly impact any of the three study intersections during any peak hour.

Residential Street Traffic Impacts

In addition to the analysis of project-related traffic impacts at the three study intersections, the potential increase of project-related traffic volumes on Stanley Avenue north of Beverly Boulevard has also been analyzed for this traffic study.

Neighborhood residential street impacts are evaluated by LADOT based on average daily traffic (ADT) along the street segment analyzed. For the purpose of this calculation, "With Project" is defined as the future study year projected ADT, including ambient and related project traffic growth plus project traffic. Incremental project-related increases in the daily traffic of a residential street are determined to be significant based upon the following LADOT criteria summarized in Table 11.

Table 11
Residential Street Significant Impact Criteria

Projected Average Daily Traffic With Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Source: LADOT Traffic Study Policies and Procedures, Revised May 2001.

As mentioned earlier in the report, 24-hour traffic counts were conducted in April and May 2006 and have been used to calculate the project-related traffic impacts on the following location. These counts were growth-factored by one percent per year with the addition of related project volumes to reflect future (2010) daily traffic conditions. Table 12 shows that according to the above criteria, the project will not significantly impact the study street segment.

Table 12
Residential Street Traffic Impact Analysis

Study Segment	Day	Existing (2006) ADT	Ambience Growth	Related Project	Future (2010) ADT Without Project	Project Traffic	With Project	% Project
Stanley Avenue north of Beverly Boulevard	Weekday	2,005	81	81	2,167	4	2,171	0.0%
	Sunday	1,486	60	70	1,616	7	1,623	0.0%

Congestion Management Program (CMP) Impact Analysis

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transportation Authority (MTA), the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County. The Level of Service at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak-hours. The nearest arterial CMP monitoring intersections are Wilshire Boulevard and La Brea Avenue – less than one mile southeast of the project site, Wilshire Boulevard and La Cienega Boulevard – approximately one and a half miles southwest of the project site, Santa Monica Boulevard and La Cienega Boulevard – approximately one and a half miles northwest of the project site, Santa Monica Boulevard and Highland Avenue – approximately one and a half miles northeast of the project site, Santa Monica Boulevard and Melrose Avenue – approximately two miles northwest of the project site, Wilshire Boulevard and Santa Monica Boulevard – approximately three miles west of the project site, Santa Monica Boulevard and Western Avenue, and Wilshire Boulevard and Western Avenue – approximately three miles northeast and southeast of the project site, respectively. A review of the project trip distribution and net project traffic additions to the study vicinity shows that the proposed project will not add 50 or more trips per hour to these CMP intersections and no further CMP intersection analysis is warranted.

According to the local CMP, any freeway segment where a project is expected to add 150 or more trips in any direction during the peak hours is also to be analyzed. The nearest CMP freeway monitoring location is sited on the Santa Monica Freeway (I-10) east of La Brea Avenue, approximately three miles south of the project site. As the weekday daily and Sunday daily total project trips generated are below 150, no significant project impact to the CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

MITIGATION MEASURES

As indicated in the preceding analyses, traffic generated by the proposed project is not expected to significantly impact any of the three study intersections and the study street segment; therefore, no traffic mitigation measures are recommended as part of this study.

APPENDIX A
MANUAL STUDY INTERSECTION COUNTS

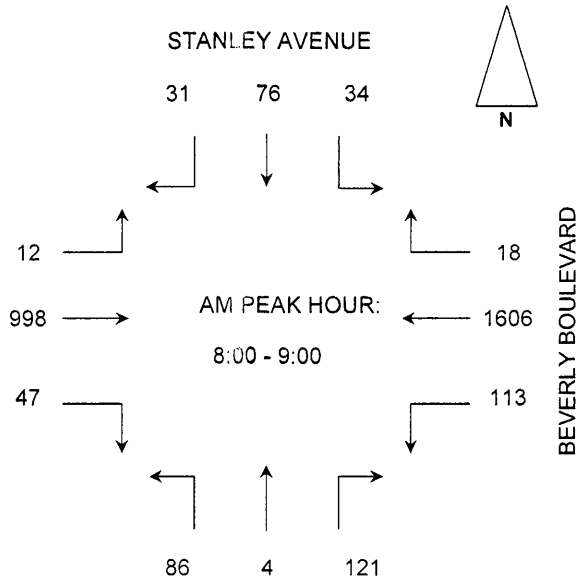
Crain & Associates
2007 Sawtelle Blvd., Suite 4
Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: STANLEY AVENUE **E/W STREET:** BEVERLY BOULEVARD
PERIOD: AM PEAK HOUR **DATE:** TUESDAY APRIL 25, 2006

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	13	328	4	3	105	8	12	1	15	1	2	3	495
7:15 - 7:30	16	361	4	0	131	8	11	1	21	1	3	3	560
7:30 - 7:45	21	378	0	5	141	18	24	2	9	4	19	6	627
7:45 - 8:00	27	405	4	1	225	19	38	1	19	10	13	8	770
8:00 - 8:15	30	398	4	3	278	13	17	3	36	15	19	8	824
8:15 - 8:30	28	394	3	0	246	10	20	1	29	6	18	5	760
8:30 - 8:45	25	409	8	4	246	13	22	0	25	4	20	14	790
8:45 - 9:00	30	405	3	5	228	11	27	0	31	9	19	4	772

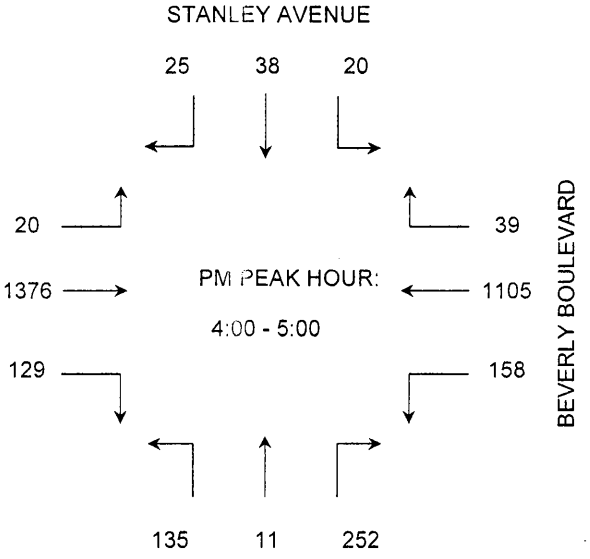
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	77	1,472	12	9	602	53	85	5	64	16	37	20	2,452
7:15 - 8:15	94	1,542	12	9	775	58	90	7	85	30	54	25	2,781
7:30 - 8:30	106	1,575	11	9	890	60	99	7	93	35	69	27	2,981
7:45 - 8:45	110	1,606	19	8	995	55	97	5	109	35	70	35	3,144
8:00 - 9:00	113	1,606	18	12	998	47	86	4	121	34	76	31	3,146 *



PERIOD: PM PEAK HOUR **DATE:** TUESDAY APRIL 25, 2006

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	36	290	14	2	367	42	29	2	77	7	7	3	876
4:15 - 4:30	29	256	6	7	344	33	33	1	63	5	9	3	789
4:30 - 4:45	48	243	9	4	301	27	37	5	57	5	10	10	756
4:45 - 5:00	45	316	10	7	364	27	36	3	55	3	12	9	887
5:00 - 5:15	30	292	8	2	354	25	30	2	78	6	16	4	847
5:15 - 5:30	31	261	10	2	281	35	31	2	66	3	7	5	734
5:30 - 5:45	43	242	10	7	286	23	39	1	59	6	13	5	734
5:45 - 6:00	49	279	8	6	327	27	40	1	72	3	4	9	825

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	158	1,105	39	20	1,376	129	135	11	252	20	38	25	3,308 *
4:15 - 5:15	152	1,107	33	20	1,363	112	136	11	253	19	47	26	3,279
4:30 - 5:30	154	1,112	37	15	1,300	114	134	12	256	17	45	28	3,224
4:45 - 5:45	149	1,111	38	18	1,285	110	136	8	258	18	48	23	3,202
5:00 - 6:00	153	1,074	36	17	1,248	110	140	6	275	18	40	23	3,140



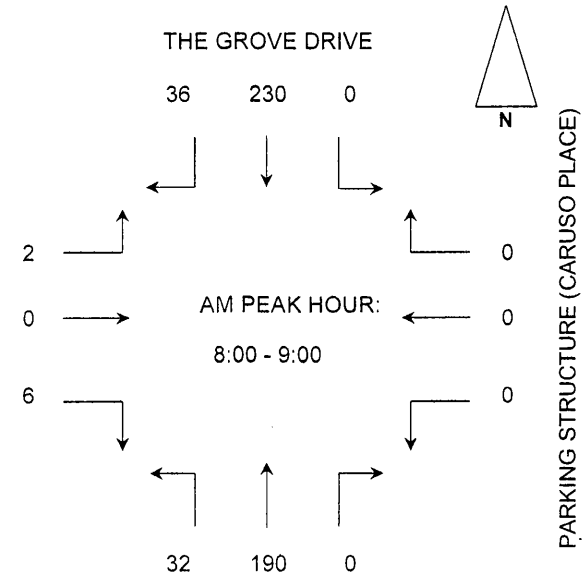
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Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: THE GROVE DRIVE
E/W STREET: PARKING STRUCTURE (CARUSO PLACE)
PERIOD: AM PEAK HOUR
DATE: WEDNESDAY APRIL 26, 2006

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	0	0	0	0	1	2	15	0	0	20	3	41
7:15 - 7:30	0	0	0	0	0	0	3	27	0	0	22	2	54
7:30 - 7:45	0	0	0	0	0	0	3	30	0	0	35	5	73
7:45 - 8:00	0	0	0	0	0	0	2	45	0	0	36	6	89
8:00 - 8:15	0	0	0	1	0	2	5	39	0	0	62	2	111
8:15 - 8:30	0	0	0	0	0	1	4	44	0	0	57	8	114
8:30 - 8:45	0	0	0	0	0	0	10	50	0	0	51	14	125
8:45 - 9:00	0	0	0	1	0	3	13	57	0	0	60	12	146

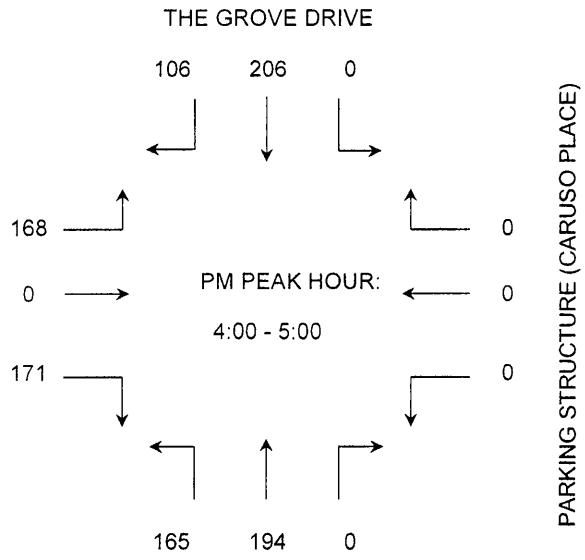
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	0	0	0	0	0	1	10	117	0	0	113	16	257
7:15 - 8:15	0	0	0	1	0	2	13	141	0	0	155	15	327
7:30 - 8:30	0	0	0	1	0	3	14	158	0	0	190	21	387
7:45 - 8:45	0	0	0	1	0	3	21	178	0	0	206	30	439
8:00 - 9:00	0	0	0	2	0	6	32	190	0	0	230	36	496 *



PERIOD: PM PEAK HOUR
DATE: WEDNESDAY APRIL 26, 2006

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 4:15	0	0	0	42	0	44	46	45	0	0	60	31	268
4:15 - 4:30	0	0	0	51	0	48	35	51	0	0	68	16	269
4:30 - 4:45	0	0	0	43	0	37	40	47	0	0	39	30	236
4:45 - 5:00	0	0	0	32	0	42	44	51	0	0	39	29	237
5:00 - 5:15	0	0	0	33	0	29	46	59	0	0	64	14	245
5:15 - 5:30	0	0	0	31	0	36	36	50	0	0	69	20	242
5:30 - 5:45	0	0	0	37	0	38	33	50	0	0	55	25	238
5:45 - 6:00	0	0	0	49	0	40	40	55	0	0	63	28	275

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 - 5:00	0	0	0	168	0	171	165	194	0	0	206	106	1,010 *
4:15 - 5:15	0	0	0	159	0	156	165	208	0	0	210	89	987
4:30 - 5:30	0	0	0	139	0	144	166	207	0	0	211	93	960
4:45 - 5:45	0	0	0	133	0	145	159	210	0	0	227	88	962
5:00 - 6:00	0	0	0	150	0	143	155	214	0	0	251	87	1,000



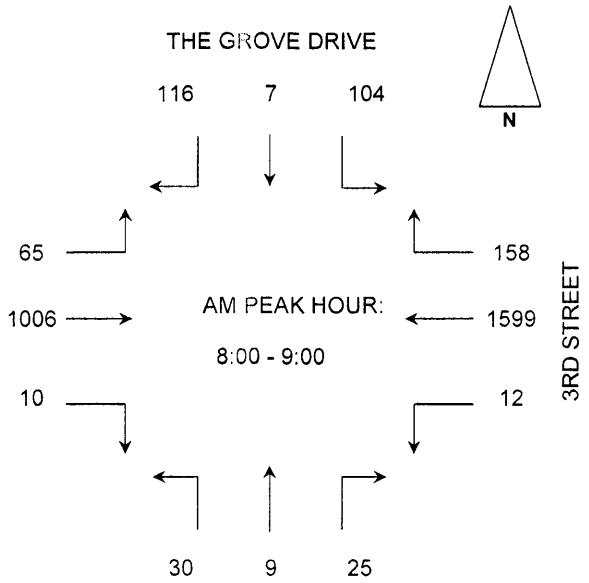
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Los Angeles, CA 90025
Tel: (310) 473-6508

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: THE GROVE DRIVE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUESDAY APRIL 25, 2006

15-MINUTE TOTALS	WESTBOUND L	T	R	EASTBOUND L	T	R	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	TOTAL
7:00 - 7:15	0	268	16	2	121	0	6	2	2	10	1	15	443
7:15 - 7:30	1	310	39	5	150	0	2	1	3	7	0	18	536
7:30 - 7:45	2	365	35	6	189	3	6	0	3	18	1	14	642
7:45 - 8:00	3	396	46	9	240	0	10	0	3	24	0	30	761
8:00 - 8:15	2	398	24	15	244	0	8	1	8	31	0	27	758
8:15 - 8:30	3	388	36	14	260	2	6	2	7	22	1	30	771
8:30 - 8:45	2	411	48	16	260	4	6	2	4	30	4	31	818
8:45 - 9:00	5	402	50	20	242	4	10	4	6	21	2	28	794

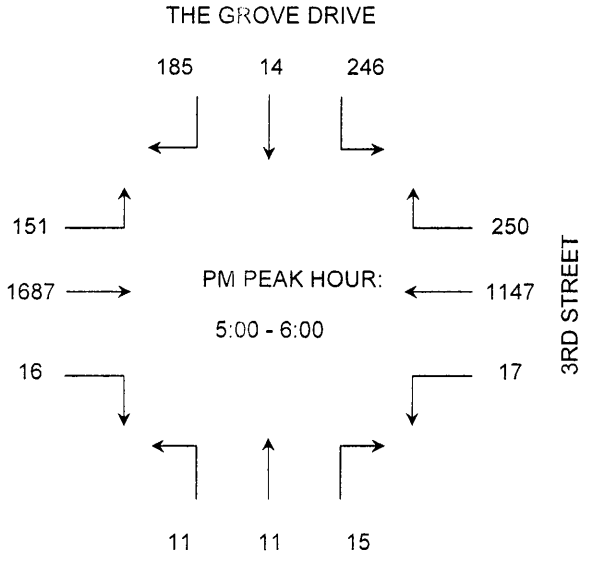
1-HOUR TOTALS	WESTBOUND L	T	R	EASTBOUND L	T	R	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	TOTAL
7:00 - 8:00	6	1,339	136	22	700	3	24	3	11	59	2	77	2,382
7:15 - 8:15	8	1,469	144	35	823	3	26	2	17	80	1	89	2,697
7:30 - 8:30	10	1,547	141	44	933	5	30	3	21	95	2	101	2,932
7:45 - 8:45	10	1,593	154	54	1,004	6	30	5	22	107	5	118	3,108
8:00 - 9:00	12	1,599	158	65	1,006	10	30	9	25	104	7	116	3,141 *



PERIOD: PM PEAK HOUR **DATE:** TUESDAY APRIL 25, 2006

15-MINUTE TOTALS	WESTBOUND L	T	R	EASTBOUND L	T	R	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	TOTAL
4:00 - 4:15	2	226	44	47	350	3	3	2	5	59	0	48	789
4:15 - 4:30	0	240	41	40	340	2	2	1	2	58	1	50	777
4:30 - 4:45	1	237	57	27	324	2	0	2	1	42	3	42	738
4:45 - 5:00	3	272	54	45	334	6	2	5	6	48	2	50	827
5:00 - 5:15	5	288	62	48	405	4	2	4	4	72	2	50	946
5:15 - 5:30	5	270	63	31	427	5	0	0	3	63	3	33	903
5:30 - 5:45	3	299	68	29	444	3	5	3	2	60	5	51	972
5:45 - 6:00	4	290	57	43	411	4	4	4	6	51	4	51	929

1-HOUR TOTALS	WESTBOUND L	T	R	EASTBOUND L	T	R	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	TOTAL
4:00 - 5:00	6	975	196	159	1,348	13	7	10	14	207	6	190	3,131
4:15 - 5:15	9	1,037	214	160	1,403	14	6	12	13	220	8	192	3,288
4:30 - 5:30	14	1,067	236	151	1,490	17	4	11	14	225	10	175	3,414
4:45 - 5:45	16	1,129	247	153	1,610	18	9	12	15	243	12	184	3,648
5:00 - 6:00	17	1,147	250	151	1,687	16	11	11	15	246	14	185	3,750 *



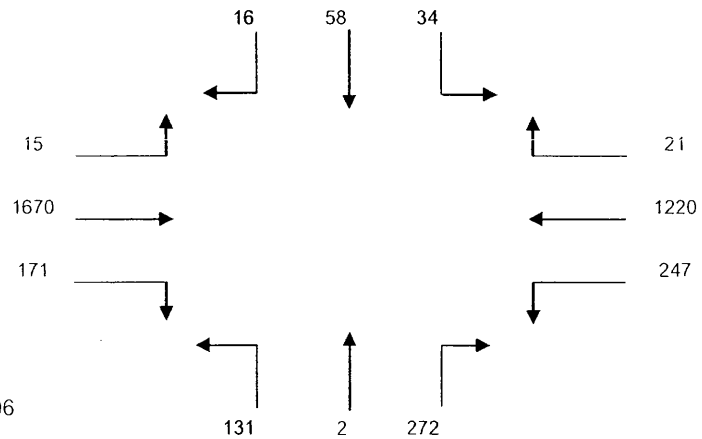
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES.
PROJECT: L.A. MUSEUM OF HOLOCAUST PROJECT.
DATE: SUNDAY, MAY 14, 2006
PERIOD: 01:00 PM TO 4:00 PM
INTERSECTION: N/S STANLEY AVE.
E/W BEVERLY BLVD.
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
100-115	5	15	7	5	254	44	62	0	27	32	372	3
115-130	2	9	7	4	272	58	77	0	35	33	382	2
130-145	5	17	5	11	298	51	69	1	35	45	407	1
145-200	2	18	13	8	305	71	62	0	30	46	426	3
200-215	2	12	5	4	329	66	79	2	30	36	415	5
215-230	2	13	4	3	277	56	61	0	35	49	428	2
230-245	10	15	12	6	309	54	70	0	36	40	401	5
245-300	7	14	7	6	276	67	62	0	37	30	440	12
300-315	2	14	7	3	255	61	62	1	33	40	448	1
315-330	3	10	11	5	235	59	71	0	36	35	452	1
330-345	4	15	7	2	223	52	62	0	27	37	419	2
345-400	1	12	7	2	220	44	53	1	27	38	377	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
100-200	14	59	32	28	1129	224	270	1	127	156	1587	9	3636
115-215	11	56	30	27	1204	246	287	3	130	160	1630	11	3795
130-230	11	60	27	26	1209	244	271	3	130	176	1676	11	3844
145-245	16	58	34	21	1220	247	272	2	131	171	1670	15	3857
200-300	21	54	28	19	1191	243	272	2	138	155	1684	24	3831
215-315	21	56	30	18	1117	238	255	1	141	159	1717	20	3773
230-330	22	53	37	20	1075	241	265	1	142	145	1741	19	3761
245-345	16	53	32	16	989	239	257	1	133	142	1759	16	3653
300-400	10	51	32	12	933	216	248	2	123	150	1696	5	3478

P.M. PEAK HOUR
145-245



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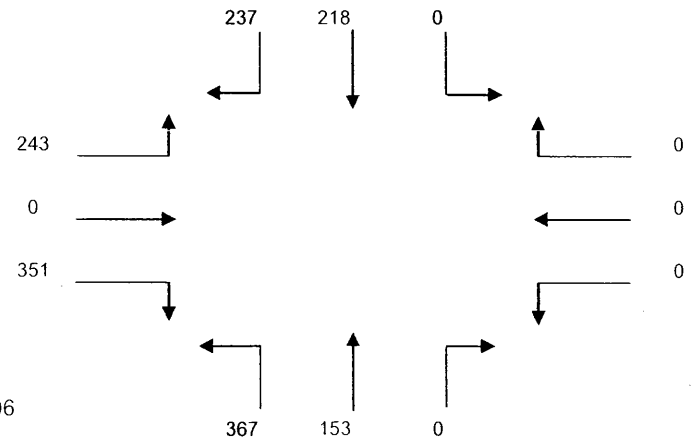
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES.
PROJECT: L.A. MUSEUM OF HOLOCAUST PROJECT.
DATE: SUNDAY, MAY 14, 2006
PERIOD: 01:00 PM TO 4:00 PM
INTERSECTION: N/S THE GROVE DR.
E/W PARKING STRUCTURE.
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
100-115	79	55	0	0	0	0	0	35	84	54	0	34
115-130	60	37	0	0	0	0	0	36	78	52	0	41
130-145	58	51	0	0	0	0	0	41	87	59	0	48
145-200	68	41	0	0	0	0	0	47	97	61	0	51
200-215	81	66	0	0	0	0	0	46	106	62	0	44
215-230	76	57	0	0	0	0	0	42	95	78	0	61
230-245	64	51	0	0	0	0	0	48	85	68	0	45
245-300	60	54	0	0	0	0	0	42	86	73	0	63
300-315	56	57	0	0	0	0	0	30	106	97	0	58
315-330	53	52	0	0	0	0	0	45	90	93	0	58
330-345	68	55	0	0	0	0	0	36	85	88	0	64
345-400	62	53	0	0	0	0	0	48	72	76	0	44

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
100-200	265	184	0	0	0	0	0	159	346	226	0	174	1354
115-215	267	195	0	0	0	0	0	170	368	234	0	184	1418
130-230	283	215	0	0	0	0	0	176	385	260	0	204	1523
145-245	289	215	0	0	0	0	0	183	383	269	0	201	1540
200-300	281	228	0	0	0	0	0	178	372	281	0	213	1553
215-315	256	219	0	0	0	0	0	162	372	316	0	227	1552
230-330	233	214	0	0	0	0	0	165	367	331	0	224	1534
245-345	237	218	0	0	0	0	0	153	367	351	0	243	1569
300-400	239	217	0	0	0	0	0	159	353	354	0	224	1546

A.M. PEAK HOUR
245-345



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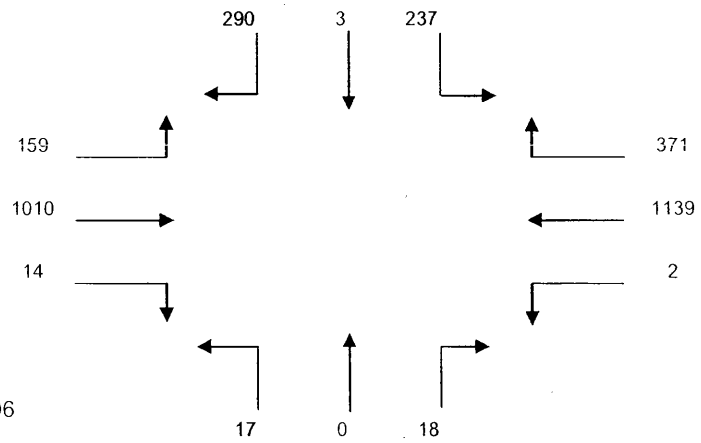
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES.
PROJECT: L.A. MUSEUM OF HOLOCAUST PROJECT.
DATE: SUNDAY, MAY 14, 2006
PERIOD: 01:00 PM TO 4:00 PM
INTERSECTION: N/S THE GROVE DR.
E/W 3RD ST.
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
100-115	55	0	76	20	222	0	1	0	2	0	194	42
115-130	57	0	78	79	234	0	2	0	2	0	220	47
130-145	59	0	71	88	304	0	0	0	1	2	176	69
145-200	64	0	60	119	332	4	8	2	1	4	190	41
200-215	52	0	55	85	276	1	2	1	3	2	200	29
215-230	62	2	53	94	267	0	4	0	1	4	218	39
230-245	68	0	48	114	306	0	10	0	7	4	257	39
245-300	72	3	53	88	272	2	2	0	2	3	234	37
300-315	77	0	67	95	252	0	4	0	6	4	251	34
315-330	73	0	69	74	309	0	2	0	2	3	268	49
330-345	81	2	79	97	271	0	2	1	4	2	237	42
345-400	77	1	61	81	259	2	4	2	3	6	210	30

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
100-200	235	0	285	306	1092	4	11	2	6	6	780	199	2926
115-215	232	0	264	371	1146	5	12	3	7	8	786	186	3020
130-230	237	2	239	386	1179	5	14	3	6	12	784	178	3045
145-245	246	2	216	412	1181	5	24	3	12	14	865	148	3128
200-300	254	5	209	381	1121	3	18	1	13	13	909	144	3071
215-315	279	5	221	391	1097	2	20	0	16	15	960	149	3155
230-330	290	3	237	371	1139	2	18	0	17	14	1010	159	3260
245-345	303	5	268	354	1104	2	10	1	14	12	990	162	3225
300-400	308	3	276	347	1091	2	12	3	15	15	966	155	3193

A.M. PEAK HOUR
230-30



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APPENDIX B
AUTOMATED STUDY SEGMENT COUNTS

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: LOS ANGELES MUSEUM OF THE HOLOCAUST
LOCATION: STANLEY AVENUE N/O BEVERLY BOULEVARD
DATE: WEDNESDAY, APRIL 26, 2006
FILE NO: A-1

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	1	3	0	5
01:00	3	0	0	2	5
02:00	0	2	0	0	2
03:00	0	0	0	2	2
04:00	2	1	1	5	9
05:00	0	1	1	0	2
06:00	3	0	4	6	13
07:00	2	4	11	23	40
08:00	11	6	6	17	40
09:00	10	11	17	16	54
10:00	8	10	9	8	35
11:00	15	15	17	12	59
12:00	11	10	17	12	50
13:00	8	11	15	6	40
14:00	8	10	18	23	59
15:00	16	15	13	18	62
16:00	17	18	16	10	61
17:00	14	24	17	17	72
18:00	20	19	14	15	68
19:00	15	20	18	14	67
20:00	26	15	6	9	56
21:00	10	7	12	7	36
22:00	7	7	7	4	25
23:00	5	6	4	2	17
				TOTAL	879

AM PEAK HOUR	11:00-12:00
VOLUME	59
PM PEAK HOUR	17:15-18:15
VOLUME	78

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	4	4	1	1	10
01:00	1	2	0	1	4
02:00	0	3	0	0	3
03:00	1	2	1	2	6
04:00	0	0	0	0	0
05:00	1	1	3	0	5
06:00	3	4	7	14	28
07:00	13	15	16	19	63
08:00	38	20	28	3	89
09:00	7	12	20	26	65
10:00	25	15	19	6	65
11:00	14	18	16	35	83
12:00	11	15	17	31	74
13:00	12	16	26	23	77
14:00	20	14	20	15	69
15:00	14	20	17	25	76
16:00	25	20	20	17	82
17:00	18	15	16	18	67
18:00	21	15	24	18	78
19:00	19	19	15	15	68
20:00	12	15	7	7	41
21:00	5	6	9	6	26
22:00	5	5	5	7	22
23:00	6	4	5	10	25
				TOTAL	1126

AM PEAK HOUR	07:45-08:45
VOLUME	105
PM PEAK HOUR	15:45-16:45
VOLUME	90

TOTAL BI-DIRECTIONAL VOLUME	2005

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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: LOS ANGELES MUSEUM OF THE HOLOCAUST
LOCATION: STANLEY AVENUE N/O BEVERLY BOULEVARD
DATE: SUNDAY, MAY 14, 2006
FILE NO: 2

DIRECTION:	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	2	0	1	4
01:00	0	3	3	1	7
02:00	0	0	1	2	3
03:00	0	1	0	1	2
04:00	0	0	0	1	1
05:00	0	0	0	0	0
06:00	0	1	1	0	2
07:00	2	1	2	3	8
08:00	3	2	4	2	11
09:00	6	5	3	3	17
10:00	5	6	8	7	26
11:00	11	16	17	11	55
12:00	8	8	13	11	40
13:00	6	8	11	12	37
14:00	14	11	8	9	42
15:00	7	7	13	15	42
16:00	13	6	13	14	46
17:00	12	8	13	7	40
18:00	10	10	11	16	47
19:00	11	9	8	13	41
20:00	13	8	10	10	41
21:00	13	8	12	12	45
22:00	10	3	11	5	29
23:00	6	2	3	2	13
				TOTAL	599

AM PEAK HOUR	11:00-12:00
VOLUME	55
PM PEAK HOUR	13:30-14:30
VOLUME	48

DIRECTION:	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	2	1	3	8
01:00	3	1	4	1	9
02:00	1	0	2	2	5
03:00	1	0	2	0	3
04:00	1	1	0	1	3
05:00	0	1	1	0	2
06:00	0	0	2	2	4
07:00	3	4	2	4	13
08:00	6	8	5	7	26
09:00	12	9	10	6	37
10:00	8	7	12	15	42
11:00	15	20	17	11	63
12:00	21	14	16	15	66
13:00	26	22	19	17	84
14:00	29	10	12	15	66
15:00	14	13	13	18	58
16:00	16	38	20	20	94
17:00	15	18	14	17	64
18:00	14	14	20	12	60
19:00	23	14	17	17	71
20:00	11	11	9	15	46
21:00	5	8	8	6	27
22:00	8	8	6	4	26
23:00	3	3	1	3	10
				TOTAL	887

AM PEAK HOUR	10:45-11:45
VOLUME	67
PM PEAK HOUR	16:00-17:00
VOLUME	94

TOTAL BI-DIRECTIONAL VOLUME	1486

THE TRAFFIC SOLUTION
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APPENDIX C
CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	113	1606	18	0
EASTBOUND	12	998	47	0
NORTHBOUND	86	4	59	62
SOUTHBOUND	34	76	31	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	62	N/A	812	812	N/A	N/A
EASTBOUND	12	N/A	522	522	N/A	N/A
NORTHBOUND	N/A	90	N/A	N/A	59	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	141

EAST-WEST CRITICAL VOLUMES	824
NORTH-SOUTH CRITICAL VOLUMES	231
THE SUM OF CRITICAL VOLUMES	1055
NUMBER OF CRITICAL CLEARANCE INTERVALS	4
CMA VALUE	0.767
LEVEL OF SERVICE	C

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	118	1715	19	0
EASTBOUND	12	1090	49	0
NORTHBOUND	89	9	61	65
SOUTHBOUND	35	80	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	65	N/A	867	867	N/A	N/A
EASTBOUND	12	N/A	570	570	N/A	N/A
NORTHBOUND	N/A	98	N/A	N/A	61	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	147

EAST-WEST CRITICAL VOLUMES 878
NORTH-SOUTH CRITICAL VOLUMES 245

THE SUM OF CRITICAL VOLUMES 1123

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.717

LEVEL OF SERVICE C

---

* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	120	1715	19	0
EASTBOUND	12	1090	51	0
NORTHBOUND	89	9	60	66
SOUTHBOUND	35	80	32	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	66	N/A	867	867	N/A	N/A
EASTBOUND	12	N/A	570	570	N/A	N/A
NORTHBOUND	N/A	98	N/A	N/A	60	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	147

EAST-WEST CRITICAL VOLUMES	878
NORTH-SOUTH CRITICAL VOLUMES	245
THE SUM OF CRITICAL VOLUMES	1123
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.717
LEVEL OF SERVICE	C

---

* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	158	1105	39	0
EASTBOUND	20	1376	129	0
NORTHBOUND	135	11	165	87
SOUTHBOUND	20	38	25	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	87	N/A	572	572	N/A	N/A
EASTBOUND	20	N/A	752	752	N/A	N/A
NORTHBOUND	N/A	146	N/A	N/A	165	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	83

EAST-WEST CRITICAL VOLUMES	838
NORTH-SOUTH CRITICAL VOLUMES	248
THE SUM OF CRITICAL VOLUMES	1086
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.762
LEVEL OF SERVICE	C

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	164	1220	41	0
EASTBOUND	21	1496	134	0
NORTHBOUND	140	14	172	90
SOUTHBOUND	21	45	26	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	90	N/A	630	630	N/A	N/A
EASTBOUND	21	N/A	815	815	N/A	N/A
NORTHBOUND	N/A	154	N/A	N/A	172	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	92

EAST-WEST CRITICAL VOLUMES	904
NORTH-SOUTH CRITICAL VOLUMES	264
THE SUM OF CRITICAL VOLUMES	1168
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.749
LEVEL OF SERVICE	C

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* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	165	1220	41	0
EASTBOUND	21	1496	134	0
NORTHBOUND	142	14	173	91
SOUTHBOUND	21	45	26	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	91	N/A	630	630	N/A	N/A
EASTBOUND	21	N/A	815	815	N/A	N/A
NORTHBOUND	N/A	156	N/A	N/A	173	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	92

EAST-WEST CRITICAL VOLUMES 906
NORTH-SOUTH CRITICAL VOLUMES 265
THE SUM OF CRITICAL VOLUMES 1171

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.752

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	247	1220	21	0
EASTBOUND	15	1670	171	0
NORTHBOUND	131	2	136	136
SOUTHBOUND	34	58	16	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	136	N/A	620	620	N/A	N/A
EASTBOUND	15	N/A	920	920	N/A	N/A
NORTHBOUND	N/A	133	N/A	N/A	136	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	108

EAST-WEST CRITICAL VOLUMES	1056
NORTH-SOUTH CRITICAL VOLUMES	244
THE SUM OF CRITICAL VOLUMES	1300
NUMBER OF CRITICAL CLEARANCE INTERVALS	4
CMA VALUE	0.945
LEVEL OF SERVICE	E

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS **	
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	257	1305	22	0
EASTBOUND	16	1775	178	0
NORTHBOUND	136	5	142	141
SOUTHBOUND	35	63	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	141	N/A	664	664	N/A	N/A
EASTBOUND	16	N/A	976	976	N/A	N/A
NORTHBOUND	N/A	141	N/A	N/A	142	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	115

EAST-WEST CRITICAL VOLUMES	1116
NORTH-SOUTH CRITICAL VOLUMES	257
THE SUM OF CRITICAL VOLUMES	1373
NUMBER OF CRITICAL CLEARANCE INTERVALS	4*
CMA VALUE	0.899
LEVEL OF SERVICE	D

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* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:1, BEVERLY BOULEVARD AND STANDLEY AVENUE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	259	1305	22	0
EASTBOUND	16	1775	180	0
NORTHBOUND	138	5	143	142
SOUTHBOUND	35	64	17	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	2	0	1	1	0	0	4
EASTBOUND	1	0	1	1	0	0	3
NORTHBOUND	0	1	0	0	1	0	2
SOUTHBOUND	0	0	0	0	0	1	1

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	142	N/A	664	664	N/A	N/A
EASTBOUND	16	N/A	978	978	N/A	N/A
NORTHBOUND	N/A	143	N/A	N/A	143	N/A
SOUTHBOUND	N/A	N/A	N/A	N/A	N/A	116

EAST-WEST CRITICAL VOLUMES 1120
NORTH-SOUTH CRITICAL VOLUMES 259

THE SUM OF CRITICAL VOLUMES 1379

NUMBER OF CRITICAL CLEARANCE INTERVALS 4*

CMA VALUE 0.903

LEVEL OF SERVICE ..... E

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* Includes CMA value decreased due to ATCS Implementation.

Northbound and Southbound approaches have opposed signal phases.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	2	0	6	0
NORTHBOUND	32	190	0	0
SOUTHBOUND	0	230	36	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	8
NORTHBOUND	32	N/A	95	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	133	133	N/A	N/A

EAST-WEST CRITICAL VOLUMES 8
NORTH-SOUTH CRITICAL VOLUMES 165
THE SUM OF CRITICAL VOLUMES 173

NUMBER OF CRITICAL CLEARANCE INTERVALS 2

CMA VALUE 0.115

LEVEL OF SERVICE ..... A

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	2	0	6	0
NORTHBOUND	33	203	0	0
SOUTHBOUND	0	240	37	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	8
NORTHBOUND	33	N/A	102	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	138	138	N/A	N/A

EAST-WEST CRITICAL VOLUMES	8
NORTH-SOUTH CRITICAL VOLUMES	171
THE SUM OF CRITICAL VOLUMES	179
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.095
LEVEL OF SERVICE	A

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	2	0	6	0
NORTHBOUND	33	208	0	0
SOUTHBOUND	0	240	37	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	8
NORTHBOUND	33	N/A	104	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	138	138	N/A	N/A

EAST-WEST CRITICAL VOLUMES	8
NORTH-SOUTH CRITICAL VOLUMES	171
THE SUM OF CRITICAL VOLUMES	179
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.095
LEVEL OF SERVICE	A

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* Includes CMA value decreased due to ATCS Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	168	0	171	0
NORTHBOUND	165	194	0	0
SOUTHBOUND	0	206	106	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	339
NORTHBOUND	165	N/A	97	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	156	156	N/A	N/A

EAST-WEST CRITICAL VOLUMES	339
NORTH-SOUTH CRITICAL VOLUMES	321
THE SUM OF CRITICAL VOLUMES	660
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.440
LEVEL OF SERVICE	A

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	175	0	178	0
NORTHBOUND	172	205	0	0
SOUTHBOUND	0	219	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	353
NORTHBOUND	172	N/A	102	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	164	164	N/A	N/A

EAST-WEST CRITICAL VOLUMES 353
NORTH-SOUTH CRITICAL VOLUMES 336

THE SUM OF CRITICAL VOLUMES 689

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.367

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	175	0	178	0
NORTHBOUND	172	206	0	0
SOUTHBOUND	0	224	110	0

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	353
NORTHBOUND	172	N/A	103	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	167	167	N/A	N/A

EAST-WEST CRITICAL VOLUMES 353
NORTH-SOUTH CRITICAL VOLUMES 339

THE SUM OF CRITICAL VOLUMES 692

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.369

LEVEL OF SERVICE ..... A

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* Includes CMA value decreased due to ATCS Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	243	0	351	0
NORTHBOUND	367	163	0	0
SOUTHBOUND	0	218	218	19

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	594
NORTHBOUND	367	N/A	82	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	218	N/A	218	N/A

EAST-WEST CRITICAL VOLUMES	594
NORTH-SOUTH CRITICAL VOLUMES	585
THE SUM OF CRITICAL VOLUMES	1179
NUMBER OF CRITICAL CLEARANCE INTERVALS	2
CMA VALUE	0.786
LEVEL OF SERVICE	C

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	0	0	0	0
EASTBOUND	253	0	365	0
NORTHBOUND	382	173	0	0
SOUTHBOUND	0	230	230	17

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	618
NORTHBOUND	382	N/A	86	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	230	N/A	230	N/A

EAST-WEST CRITICAL VOLUMES 618
NORTH-SOUTH CRITICAL VOLUMES 612

THE SUM OF CRITICAL VOLUMES 1230

NUMBER OF CRITICAL CLEARANCE INTERVALS 2*

CMA VALUE 0.720

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

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CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:2, THE GROVE PARKING STRUCTURE DRIVEWAY AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	0	0	0	0
EASTBOUND	253	0	365	0
NORTHBOUND	382	178	0	0
SOUTHBOUND	0	234	234	13

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	0	0	0	0	0	0	0
EASTBOUND	0	0	0	0	0	1	1
NORTHBOUND	1	0	2	0	0	0	3
SOUTHBOUND	0	0	1	1	0	0	2

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	N/A	N/A	N/A	N/A	N/A	N/A
EASTBOUND	N/A	N/A	N/A	N/A	N/A	618
NORTHBOUND	382	N/A	89	N/A	N/A	N/A
SOUTHBOUND	N/A	N/A	234	N/A	234	N/A

EAST-WEST CRITICAL VOLUMES	618
NORTH-SOUTH CRITICAL VOLUMES	616
THE SUM OF CRITICAL VOLUMES	1234
NUMBER OF CRITICAL CLEARANCE INTERVALS	2*
CMA VALUE	0.723
LEVEL OF SERVICE	C

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* Includes CMA value decreased due to ATCS Implementation.

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total - Sunday, Row: 7
6/2/2006 10:02:20 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH			** RIGHT TURNS	**
	LEFT	THROUGH	MIN ON GREEN	MAX ON RED
WESTBOUND	12	1599	158	0
EASTBOUND	65	1006	10	0
NORTHBOUND	30	9	25	0
SOUTHBOUND	104	7	80	36

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	12	N/A	878	878	N/A	N/A
EASTBOUND	36	N/A	508	508	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	64
SOUTHBOUND	56	56	N/A	N/A	80	N/A

EAST-WEST CRITICAL VOLUMES	914
NORTH-SOUTH CRITICAL VOLUMES	120
THE SUM OF CRITICAL VOLUMES	1034
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.726
LEVEL OF SERVICE	C

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total, Row: 14
6/2/2006 10:01:59 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	12	1725	164	0
EASTBOUND	73	1183	10	0
NORTHBOUND	31	9	26	0
SOUTHBOUND	108	7	82	40

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	12	N/A	944	944	N/A	N/A
EASTBOUND	40	N/A	596	596	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	66
SOUTHBOUND	58	58	N/A	N/A	82	N/A

EAST-WEST CRITICAL VOLUMES 984
NORTH-SOUTH CRITICAL VOLUMES 124

THE SUM OF CRITICAL VOLUMES 1108

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.678

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total, Row: 15
6/2/2006 10:01:59 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: AM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	** MAX ON RED
WESTBOUND	12	1725	167	0
EASTBOUND	75	1183	10	0
NORTHBOUND	31	9	26	0
SOUTHBOUND	108	7	81	41

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	12	N/A	946	946	N/A	N/A
EASTBOUND	41	N/A	596	596	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	66
SOUTHBOUND	58	58	N/A	N/A	81	N/A

EAST-WEST CRITICAL VOLUMES 987
NORTH-SOUTH CRITICAL VOLUMES 124

THE SUM OF CRITICAL VOLUMES 1111

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.680

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total, Row: 16
6/2/2006 10:01:59 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	17	1147	250	0
EASTBOUND	151	1687	16	0
NORTHBOUND	11	11	15	0
SOUTHBOUND	246	14	102	83

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	17	N/A	698	698	N/A	N/A
EASTBOUND	83	N/A	852	852	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	37
SOUTHBOUND	130	130	N/A	N/A	102	N/A

EAST-WEST CRITICAL VOLUMES	869
NORTH-SOUTH CRITICAL VOLUMES	167
THE SUM OF CRITICAL VOLUMES	1036
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.727
LEVEL OF SERVICE	C

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total, Row: 17
6/2/2006 10:01:59 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	18	1365	260	0
EASTBOUND	160	1868	17	0
NORTHBOUND	11	11	16	0
SOUTHBOUND	256	15	110	88

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	812	812	N/A	N/A
EASTBOUND	88	N/A	942	942	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	38
SOUTHBOUND	136	136	N/A	N/A	110	N/A

EAST-WEST CRITICAL VOLUMES	960
NORTH-SOUTH CRITICAL VOLUMES	174
THE SUM OF CRITICAL VOLUMES	1134
NUMBER OF CRITICAL CLEARANCE INTERVALS	3*
CMA VALUE	0.696
LEVEL OF SERVICE	B

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* Includes CMA value decreased due to ATCS Implementation.

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: PM PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	18	1365	261	0
EASTBOUND	160	1868	17	0
NORTHBOUND	11	11	16	0
SOUTHBOUND	259	15	112	88

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	18	N/A	813	813	N/A	N/A
EASTBOUND	88	N/A	942	942	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	38
SOUTHBOUND	137	137	N/A	N/A	112	N/A

EAST-WEST CRITICAL VOLUMES 960
NORTH-SOUTH CRITICAL VOLUMES 175

THE SUM OF CRITICAL VOLUMES 1135

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.696

LEVEL OF SERVICE ..... B

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* Includes CMA value decreased due to ATCS Implementation.

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total, Row: 19
6/2/2006 10:01:59 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: EXISTING (2006)

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED
WESTBOUND	2	1139	371	0
EASTBOUND	159	1010	14	0
NORTHBOUND	17	0	18	0
SOUTHBOUND	237	3	203	87

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	2	N/A	755	755	N/A	N/A
EASTBOUND	87	N/A	512	512	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	35
SOUTHBOUND	120	120	N/A	N/A	203	N/A

EAST-WEST CRITICAL VOLUMES	842
NORTH-SOUTH CRITICAL VOLUMES	220
THE SUM OF CRITICAL VOLUMES	1062
NUMBER OF CRITICAL CLEARANCE INTERVALS	3
CMA VALUE	0.745
LEVEL OF SERVICE	C

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total - Sunday, Row: 8
6/2/2006 10:02:20 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITHOUT PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS MIN ON GREEN	MAX ON RED **
WESTBOUND	2	1277	386	0
EASTBOUND	168	1143	15	0
NORTHBOUND	18	0	19	0
SOUTHBOUND	247	3	213	92

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	2	N/A	832	832	N/A	N/A
EASTBOUND	92	N/A	579	579	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	37
SOUTHBOUND	125	125	N/A	N/A	213	N/A

EAST-WEST CRITICAL VOLUMES 924
NORTH-SOUTH CRITICAL VOLUMES 231

THE SUM OF CRITICAL VOLUMES 1155

NUMBER OF CRITICAL CLEARANCE INTERVALS 3*

CMA VALUE 0.711

LEVEL OF SERVICE C

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* Includes CMA value decreased due to ATCS Implementation.

File: I:\Crain Projects\Active Projects\Los Angeles Museum of the Holocaust\Data\Icap7\LA Museum of the Holocaust Total 5-06.xls, Worksheet: Total - Sunday, Row: 9
6/2/2006 10:02:20 AM

CRAIN & ASSOCIATES
CMA CALCULATIONS

INTERSECTION:3, 3RD STREET AND THE GROVE DRIVE
DATE: 6/2/2006 INITIALS: HS PERIOD: SUNDAY PEAK HOUR
CASE: FUTURE (2010) WITH PROJECT

** INPUT VOLUMES **

APPROACH	LEFT	THROUGH	** RIGHT TURNS ** MIN ON GREEN	MAX ON RED
WESTBOUND	2	1277	389	0
EASTBOUND	170	1143	15	0
NORTHBOUND	18	0	19	0
SOUTHBOUND	249	3	213	94

** NUMBER OF LANES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED	TOTAL LANES
WESTBOUND	1	0	1	1	0	0	3
EASTBOUND	2	0	1	1	0	0	4
NORTHBOUND	0	0	0	0	0	1	1
SOUTHBOUND	1	1	0	0	1	0	3

** ASSIGNED LANE VOLUMES **

APPROACH	LEFT ONLY	LEFT SHARED	THROUGH ONLY	RIGHT SHARED	RIGHT ONLY	L/T/R SHARED
WESTBOUND	2	N/A	833	833	N/A	N/A
EASTBOUND	94	N/A	579	579	N/A	N/A
NORTHBOUND	N/A	N/A	N/A	N/A	N/A	37
SOUTHBOUND	126	126	N/A	N/A	213	N/A

EAST-WEST CRITICAL VOLUMES	927
NORTH-SOUTH CRITICAL VOLUMES	231
THE SUM OF CRITICAL VOLUMES	1158
NUMBER OF CRITICAL CLEARANCE INTERVALS	3*
CMA VALUE	0.713
LEVEL OF SERVICE	C

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* Includes CMA value decreased due to ATCS Implementation.

APPENDIX E

NOISE CALCULATIONS

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 1.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Revs: 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 1
Note1:
Note2:

Overall Measurement		Current Measurement	
Start Time:	10-Apr-2006 12:04:18	Start Time:	10-Apr-2006 12:04:18
Elapsed Time:	00:15:00.0	Elapsed Time:	00:15:00.0
Leq:	57.3 dBA	Leq:	57.3 dBA
SEL:	86.8 dBA	SEL:	86.8 dBA
Dose: (8 hr)	0.0 %	Dose: (8 hr)	0.0 %
Proj. Dose:	0.0 %	Proj. Dose:	0.0 %
Threshold:	0 dB	Threshold:	0 dB
Criterion:	90 dB	Criterion:	90 dB
Exchange Rate:	3 dB	Exchange Rate:	3 dB

Min:	50.1 dBA	10-Apr-2006 12:13:31	Min:	50.1 dBA	10-Apr-2006 12:13:31
Max:	80.1 dBA	10-Apr-2006 12:10:55	Max:	80.1 dBA	10-Apr-2006 12:10:55
Peak-1:	113.1 dBF	10-Apr-2006 12:10:55	Peak-1:	113.1 dBF	10-Apr-2006 12:10:55
Peak-2:	111.9 dBA	10-Apr-2006 12:10:55	Peak-2:	111.9 dBA	10-Apr-2006 12:10:55

Ln Start Level: 15 dB

L1.00	63.8 dBA	L90.00	52.2 dBA	LDN:	57.3 dBA
L5.00	60.8 dBA	L95.00	51.7 dBA	CNEL:	57.3 dBA
L50.00	54.3 dBA	L99.00	51.0 dBA	Overall Leq:	57.3 dBA

Detector: Slow
Weighting: A

SPL Exceedance Level 1:	115.0	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times

Hysteresis: 2
Overloaded: 0 time(s)
Paused: 0 times for 00:00:00.0

Calibrated:	30-Sep-2005 10:48:13	Offset:	-45.8 dB
Checked:	10-Apr-2006 03:04:58	Level:	114.0 dB
Calibrator	4259	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	62
Exceedance Records:	Disabled	Number Exceedance Records:	0
Daily Records:	Disabled	Number Daily Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

824 Memory: 2097152 bytes

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 4.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Revs: 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 4
Note1:
Note2:

Overall Measurement		Current Measurement	
Start Time:	10-Apr-2006 13:01:59	Start Time:	10-Apr-2006 13:01:59
Elapsed Time:	00:15:00.0	Elapsed Time:	00:15:00.0
Leq:	64.9 dBA	Leq:	64.9 dBA
SEL:	94.5 dBA	SEL:	94.5 dBA
Dose: (8 hr)	0.0 %	Dose: (8 hr)	0.0 %
Proj. Dose:	0.3 %	Proj. Dose:	0.3 %
Threshold:	0 dB	Threshold:	0 dB
Criterion:	90 dB	Criterion:	90 dB
Exchange Rate:	3 dB	Exchange Rate:	3 dB

Min:	47.1 dBA	10-Apr-2006 13:11:57	Min:	47.1 dBA	10-Apr-2006 13:11:57
Max:	81.2 dBA	10-Apr-2006 13:15:13	Max:	81.2 dBA	10-Apr-2006 13:15:13
Peak-1:	114.2 dBF	10-Apr-2006 13:15:12	Peak-1:	114.2 dBF	10-Apr-2006 13:15:12
Peak-2:	93.3 dBA	10-Apr-2006 13:02:26	Peak-2:	93.3 dBA	10-Apr-2006 13:02:26

Ln Start Level: 15 dB

L1.00	73.5 dBA	L90.00	52.0 dBA	LDN:	64.9 dBA
L5.00	70.2 dBA	L95.00	50.6 dBA	CNEL:	64.9 dBA
L50.00	61.0 dBA	L99.00	48.8 dBA	Overall Leq:	64.9 dBA

Detector: Slow
Weighting: A

SPL Exceedance Level 1:	115.0	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times

Hysteresis: 2
Overloaded: 0 time(s)
Paused: 0 times for 00:00:00.0

Calibrated:	30-Sep-2005 10:48:13	Offset:	-45.8 dB
Checked:	10-Apr-2006 03:04:58	Level:	114.0 dB
Calibrator	4259	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	62
Exceedance Records:	Disabled	Number Exceedance Records:	0
Daily Records:	Disabled	Number Daily Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

824 Memory: 2097152 bytes

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 4.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 4
Note1:
Note2:

Overall Any Data
Start Time: 10-Apr-2006 13:01:59
Elapsed Time: 00:15:00.0

	A Weight	C Weight	Flat
Leq:	84.9 dBA	81.0 dBC	81.8 dBF
SEL:	94.5 dBA	110.6 dBC	111.4 dBF
Peak:	93.3 dBA	113.4 dBC	114.2 dBF
	10-Apr-2006 13:02:26	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmax (slow):	81.2 dBA	106.5 dBC	107.2 dBF
	10-Apr-2006 13:15:13	10-Apr-2006 13:15:13	10-Apr-2006 13:15:13
Lmin (slow):	47.1 dBA	66.8 dBC	68.0 dBF
	10-Apr-2006 13:11:57	10-Apr-2006 13:16:21	10-Apr-2006 13:16:21
Lmax (fast):	83.6 dBA	109.3 dBC	110.0 dBF
	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmin (fast):	45.8 dBA	64.0 dBC	65.3 dBF
	10-Apr-2006 13:11:57	10-Apr-2006 13:16:21	10-Apr-2006 13:16:20
Lmax (impulse):	84.2 dBA	110.0 dBC	110.7 dBF
	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmin (impulse):	46.6 dBA	66.6 dBC	68.3 dBF
	10-Apr-2006 13:11:55	10-Apr-2006 13:16:21	10-Apr-2006 13:16:21

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 4.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 4
Note1:
Note2:

Current Any Data
Start Time: 10-Apr-2006 13:01:59
Elapsed Time: 00:15:00.0

	A Weight	C Weight	Flat
Leq:	64.9 dBA	81.0 dBC	81.8 dBF
SEL:	94.5 dBA	110.6 dBC	111.4 dBF
Peak:	93.3 dBA	113.4 dBC	114.2 dBF
	10-Apr-2006 13:02:26	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmax (slow):	81.2 dBA	106.5 dBC	107.2 dBF
	10-Apr-2006 13:15:13	10-Apr-2006 13:15:13	10-Apr-2006 13:15:13
Lmin (slow):	47.1 dBA	66.8 dBC	68.0 dBF
	10-Apr-2006 13:11:57	10-Apr-2006 13:16:21	10-Apr-2006 13:16:21
Lmax (fast):	83.6 dBA	109.3 dBC	110.0 dBF
	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmin (fast):	45.8 dBA	64.0 dBC	65.3 dBF
	10-Apr-2006 13:11:57	10-Apr-2006 13:16:21	10-Apr-2006 13:16:20
Lmax (impulse):	84.2 dBA	110.0 dBC	110.7 dBF
	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12	10-Apr-2006 13:15:12
Lmin (impulse):	46.6 dBA	66.6 dBC	68.3 dBF
	10-Apr-2006 13:11:55	10-Apr-2006 13:16:21	10-Apr-2006 13:16:21

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 3.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Revs: 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 3
Note1:
Note2:

Overall Measurement		Current Measurement	
Start Time:	10-Apr-2006 12:45:00	Start Time:	10-Apr-2006 12:45:00
Elapsed Time:	00:15:00.0	Elapsed Time:	00:15:00.0
Leq:	63.6 dBA	Leq:	63.6 dBA
SEL:	93.1 dBA	SEL:	93.1 dBA
Dose: (8 hr)	0.0 %	Dose: (8 hr)	0.0 %
Proj. Dose:	0.2 %	Proj. Dose:	0.2 %
Threshold:	0 dB	Threshold:	0 dB
Criterion:	90 dB	Criterion:	90 dB
Exchange Rate:	3 dB	Exchange Rate:	3 dB

Min:	47.1 dBA	10-Apr-2006 12:45:05	Min:	47.1 dBA	10-Apr-2006 12:45:05
Max:	78.5 dBA	10-Apr-2006 12:58:43	Max:	78.5 dBA	10-Apr-2006 12:58:43
Peak-1:	99.7 dBF	10-Apr-2006 12:58:42	Peak-1:	99.7 dBF	10-Apr-2006 12:58:42
Peak-2:	96.5 dBA	10-Apr-2006 12:45:07	Peak-2:	96.5 dBA	10-Apr-2006 12:45:07

Ln Start Level: 15 dB

L1.00	71.5 dBA	L90.00	51.9 dBA	LDN:	63.6 dBA
L5.00	68.0 dBA	L95.00	50.1 dBA	CNEL:	63.6 dBA
L50.00	61.3 dBA	L99.00	48.0 dBA	Overall Leq:	63.6 dBA

Detector: Slow
Weighting: A

SPL Exceedance Level 1:	115.0	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times

Hysteresis: 2
Overloaded: 0 time(s)
Paused: 0 times for 00:00:00.0

Calibrated: 30-Sep-2005 10:48:13 Offset: -45.8 dB
Checked: 10-Apr-2006 03:04:58 Level: 114.0 dB
Calibrator 4259 Level: 114.0 dB
Cal Records Count: 0

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	62
Exceedance Records:	Disabled	Number Exceedance Records:	0
Daily Records:	Disabled	Number Daily Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

824 Memory: 2097152 bytes

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 3.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 3
Note1:
Note2:

Overall Any Data
Start Time: 10-Apr-2006 12:45:00
Elapsed Time: 00:15:00.0

	A Weight		C Weight		Flat
Leq:	63.6 dBA		72.1 dBC		73.4 dBF
SEL:	93.1 dBA		101.7 dBC		102.9 dBF
Peak:	96.5 dBA		99.7 dBC		99.7 dBF
	10-Apr-2006 12:45:07	10-Apr-2006	12:58:42	10-Apr-2006	12:58:42
Lmax (slow):	78.5 dBA		90.4 dBC		90.7 dBF
	10-Apr-2006 12:58:43	10-Apr-2006	12:58:42	10-Apr-2006	12:58:42
Lmin (slow):	47.1 dBA		62.0 dBC		64.7 dBF
	10-Apr-2006 12:45:05	10-Apr-2006	12:45:00	10-Apr-2006	13:00:00
Lmax (fast):	79.9 dBA		92.5 dBC		92.8 dBF
	10-Apr-2006 12:58:42	10-Apr-2006	12:58:42	10-Apr-2006	12:58:42
Lmin (fast):	46.2 dBA		61.0 dBC		63.1 dBF
	10-Apr-2006 12:45:05	10-Apr-2006	12:59:56	10-Apr-2006	12:59:56
Lmax (impulse):	80.4 dBA		93.0 dBC		93.3 dBF
	10-Apr-2006 12:58:42	10-Apr-2006	12:58:42	10-Apr-2006	12:58:42
Lmin (impulse):	47.1 dBA		60.7 dBC		63.6 dBF
	10-Apr-2006 12:49:21	10-Apr-2006	12:45:00	10-Apr-2006	12:45:00

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 3.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 3
Note1:
Note2:

Current Any Data
Start Time: 10-Apr-2006 12:45:00
Elapsed Time: 00:15:00.0

	A Weight		C Weight		Flat
Leq:	63.6 dBA		72.1 dBC		73.4 dBF
SEL:	93.1 dBA		101.7 dBC		102.9 dBF
Peak:	96.5 dBA		99.7 dBC		99.7 dBF
	10-Apr-2006 12:45:07	10-Apr-2006 12:58:42		10-Apr-2006 12:58:42	
Lmax (slow):	78.5 dBA		90.4 dBC		90.7 dBF
	10-Apr-2006 12:58:43	10-Apr-2006 12:58:42		10-Apr-2006 12:58:42	
Lmin (slow):	47.1 dBA		62.0 dBC		64.7 dBF
	10-Apr-2006 12:45:05	10-Apr-2006 12:45:00		10-Apr-2006 13:00:00	
Lmax (fast):	79.9 dBA		92.5 dBC		92.8 dBF
	10-Apr-2006 12:58:42	10-Apr-2006 12:58:42		10-Apr-2006 12:58:42	
Lmin (fast):	46.2 dBA		61.0 dBC		63.1 dBF
	10-Apr-2006 12:45:05	10-Apr-2006 12:59:56		10-Apr-2006 12:59:56	
Lmax (impulse):	80.4 dBA		93.0 dBC		93.3 dBF
	10-Apr-2006 12:58:42	10-Apr-2006 12:58:42		10-Apr-2006 12:58:42	
Lmin (impulse):	47.1 dBA		60.7 dBC		63.6 dBF
	10-Apr-2006 12:49:21	10-Apr-2006 12:45:00		10-Apr-2006 12:45:00	

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 2.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Revs: 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 2
Note1:
Note2:

Overall Measurement		Current Measurement	
Start Time:	10-Apr-2006 12:21:29	Start Time:	10-Apr-2006 12:21:29
Elapsed Time:	00:15:00.0	Elapsed Time:	00:15:00.0
Leq:	53.5 dBA	Leq:	53.5 dBA
SEL:	83.1 dBA	SEL:	83.1 dBA
Dose: (8 hr)	0.0 %	Dose: (8 hr)	0.0 %
Proj. Dose:	0.0 %	Proj. Dose:	0.0 %
Threshold:	0 dB	Threshold:	0 dB
Criterion:	90 dB	Criterion:	90 dB
Exchange Rate:	3 dB	Exchange Rate:	3 dB

Min:	49.6 dBA	10-Apr-2006 12:22:48	Min:	49.6 dBA	10-Apr-2006 12:22:48
Max:	61.9 dBA	10-Apr-2006 12:29:12	Max:	61.9 dBA	10-Apr-2006 12:29:12
Peak-1:	96.1 dBF	10-Apr-2006 12:25:53	Peak-1:	96.1 dBF	10-Apr-2006 12:25:53
Peak-2:	90.3 dBA	10-Apr-2006 12:24:06	Peak-2:	90.3 dBA	10-Apr-2006 12:24:06

Ln Start Level: 15 dB

L1.00	57.8 dBA	L90.00	51.4 dBA	LDN:	53.5 dBA
L5.00	56.1 dBA	L95.00	51.0 dBA	CNEL:	53.5 dBA
L50.00	52.9 dBA	L99.00	50.2 dBA	Overall Leq:	53.5 dBA

Detector: Slow
Weighting: A

SPL Exceedance Level 1:	115.0	Exceeded:	0 times
SPL Exceedance level 2:	120	Exceeded:	0 times
Peak-1 Exceedance Level:	140	Exceeded:	0 times
Peak-2 Exceedance Level:	140	Exceeded:	0 times

Hysteresis: 2
Overloaded: 0 time(s)
Paused: 0 times for 00:00:00.0

Calibrated:	30-Sep-2005 10:48:13	Offset:	-45.8 dB
Checked:	10-Apr-2006 03:04:58	Level:	114.0 dB
Calibrator	4259	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Enabled	Number Interval Records:	1
History Records:	Enabled	Number History Records:	62
Exceedance Records:	Disabled	Number Exceedance Records:	0
Daily Records:	Disabled	Number Daily Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

824 Memory: 2097152 bytes

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 2.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 2
Note1:
Note2:

Overall Any Data
Start Time: 10-Apr-2006 12:21:29
Elapsed Time: 00:15:00.0

	A Weight		C Weight		Flat
Leq:	53.5 dBA		69.4 dBC		72.9 dBF
SEL:	83.1 dBA		98.9 dBC		102.5 dBF
Peak:	90.3 dBA		90.9 dBC		96.1 dBF
	10-Apr-2006 12:24:06	10-Apr-2006	12:29:08	10-Apr-2006	12:25:53
Lmax (slow):	61.9 dBA		81.8 dBC		83.3 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:10	10-Apr-2006	12:26:07
Lmin (slow):	49.6 dBA		64.3 dBC		65.7 dBF
	10-Apr-2006 12:22:48	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38
Lmax (fast):	68.4 dBA		84.4 dBC		88.8 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:10	10-Apr-2006	12:26:07
Lmin (fast):	49.0 dBA		62.3 dBC		63.6 dBF
	10-Apr-2006 12:22:39	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38
Lmax (impulse):	70.5 dBA		85.1 dBC		92.1 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:09	10-Apr-2006	12:26:07
Lmin (impulse):	49.6 dBA		65.3 dBC		66.7 dBF
	10-Apr-2006 12:22:39	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 2.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev 4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 2
Note1:
Note2:

Current Any Data
Start Time: 10-Apr-2006 12:21:29
Elapsed Time: 00:15:00.0

	A Weight		C Weight		Flat
Leq:	53.5 dBA		69.4 dBC		72.9 dBF
SEL:	83.1 dBA		98.9 dBC		102.5 dBF
Peak:	90.3 dBA		90.9 dBC		96.1 dBF
	10-Apr-2006 12:24:06	10-Apr-2006	12:29:08	10-Apr-2006	12:25:53
Lmax (slow):	61.9 dBA		81.8 dBC		83.3 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:10	10-Apr-2006	12:26:07
Lmin (slow):	49.6 dBA		64.3 dBC		65.7 dBF
	10-Apr-2006 12:22:48	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38
Lmax (fast):	68.4 dBA		84.4 dBC		88.8 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:10	10-Apr-2006	12:26:07
Lmin (fast):	49.0 dBA		62.3 dBC		63.6 dBF
	10-Apr-2006 12:22:39	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38
Lmax (impulse):	70.5 dBA		85.1 dBC		92.1 dBF
	10-Apr-2006 12:29:12	10-Apr-2006	12:25:09	10-Apr-2006	12:26:07
Lmin (impulse):	49.6 dBA		65.3 dBC		66.7 dBF
	10-Apr-2006 12:22:39	10-Apr-2006	12:25:38	10-Apr-2006	12:25:38

OFF-SITE TRAFFIC NOISE LEVELS

Project Name: Holocaust Museum

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): Future Without Project and Future With Project Traffic Volumes
Source of Traffic Volumes: Crain & Associates, June 2006
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Name / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2010) Without Project - Weekday													
Stanley Avenue													
North of Beverly Blvd.	Residential	2	0	0	1,680	25	38	1	0	1.8%	0.7%	0.0	56.4
B/t Beverly & Grove Parking Driveway	Residential & Park	4	0	0	7,590	35	34	1	0	1.8%	0.7%	0.0	68.3
B/t Grove Parking Driveway & 3rd St.	Park	4	10	0	7,740	35	34	1	0	1.8%	0.7%	0.0	69.6
3rd Street													
B/t Stanley Ave. & Gardner St.	Residential	4	10	0	37,830	35	42	1	0	1.8%	0.7%	0.0	73.5
B/t Ogden Dr. & Stanley Ave.	Residential	4	10	0	36,190	35	42	1	0	1.8%	0.7%	0.0	73.3
Future (2010) With Project - Weekday													
Stanley Avenue													
North of Beverly Blvd.	Residential	2	0	0	1,680	25	38	1	0	1.8%	0.7%	0.0	56.4
B/t Beverly & Grove Parking Driveway	Residential & Park	4	0	0	7,640	35	34	1	0	1.8%	0.7%	0.0	68.3
B/t Grove Parking Driveway & 3rd St.	Park	4	10	0	7,800	35	34	1	0	1.8%	0.7%	0.0	69.6
3rd Street													
B/t Stanley Ave. & Gardner St.	Residential	4	10	0	37,820	35	42	1	0	1.8%	0.7%	0.0	73.5
B/t Ogden Dr. & Stanley Ave.	Residential	4	10	0	36,210	35	42	1	0	1.8%	0.7%	0.0	73.3
Future (2010) Without Project - Sunday													
Stanley Avenue													
North of Beverly Blvd.	Residential	2	0	0	1,580	25	38	1	0	1.8%	0.7%	0.0	56.1
B/t Beverly & Grove Parking Driveway	Residential & Park	4	0	0	9,220	35	34	1	0	1.8%	0.7%	0.0	69.1
B/t Grove Parking Driveway & 3rd St.	Park	4	10	0	11,500	35	34	1	0	1.8%	0.7%	0.0	71.3
3rd Street													
B/t Stanley Ave. & Gardner St.	Residential	4	10	0	30,740	35	42	1	0	1.8%	0.7%	0.0	72.6
B/t Ogden Dr. & Stanley Ave.	Residential	4	10	0	29,260	35	42	1	0	1.8%	0.7%	0.0	72.4
Future (2010) With Project - Sunday													
Stanley Avenue													
North of Beverly Blvd.	Residential	2	0	0	1,590	25	38	1	0	1.8%	0.7%	0.0	56.1
B/t Beverly & Grove Parking Driveway	Residential & Park	4	0	0	9,310	35	34	1	0	1.8%	0.7%	0.0	69.1
B/t Grove Parking Driveway & 3rd St.	Park	4	10	0	11,590	35	34	1	0	1.8%	0.7%	0.0	71.3
3rd Street													
B/t Stanley Ave. & Gardner St.	Residential	4	10	0	30,790	35	42	1	0	1.8%	0.7%	0.0	72.6
B/t Ogden Dr. & Stanley Ave.	Residential	4	10	0	29,300	35	42	1	0	1.8%	0.7%	0.0	72.4

[1] Distance is from the centerline of the roadway segment to the receptor location.

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 1.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 1
Note1:
Note2:

Overall Any Data
Start Time: 10-Apr-2006 12:04:18
Elapsed Time: 00:15:00.0

	A Weight	C Weight	Flat
Leq:	57.3 dBA	71.4 dBC	73.4 dBF
SEL:	86.8 dBA	101.0 dBC	103.0 dBF
Peak:	111.9 dBA	112.8 dBC	113.1 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:10:55	10-Apr-2006 12:10:55
Lmax (slow):	80.1 dBA	81.8 dBC	84.5 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (slow):	50.1 dBA	66.2 dBC	67.7 dBF
	10-Apr-2006 12:13:31	10-Apr-2006 12:09:11	10-Apr-2006 12:09:11
Lmax (fast):	88.7 dBA	89.8 dBC	92.5 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (fast):	48.5 dBA	63.9 dBC	65.3 dBF
	10-Apr-2006 12:10:04	10-Apr-2006 12:09:11	10-Apr-2006 12:09:11
Lmax (impulse):	93.7 dBA	94.2 dBC	96.8 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (impulse):	50.2 dBA	66.8 dBC	68.4 dBF
	10-Apr-2006 12:13:30	10-Apr-2006 12:09:10	10-Apr-2006 12:09:11

File Translated: F:\MSWord 2006 Projects\Holocaust Museum\Noise Data\Noise Measurements\Location 1.slmdl
Model/Serial Number: 824 / A3050
Firmware/Software Rev4.230 / 3.120
Name: Christopher A. Joseph & Assoc.
Descr1: Enter Address Line 1
Descr2: Enter Address Line 2
Setup/Setup Descr: 15 minut.log / 15 Minute
Location: Location 1
Note1:
Note2:

Current Any Data
Start Time: 10-Apr-2006 12:04:18
Elapsed Time: 00:15:00.0

	A Weight	C Weight	Flat
Leq:	57.3 dBA	71.4 dBC	73.4 dBF
SEL:	86.8 dBA	101.0 dBC	103.0 dBF
Peak:	111.9 dBA	112.8 dBC	113.1 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:10:55	10-Apr-2006 12:10:55
Lmax (slow):	80.1 dBA	81.8 dBC	84.5 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (slow):	50.1 dBA	66.2 dBC	67.7 dBF
	10-Apr-2006 12:13:31	10-Apr-2006 12:09:11	10-Apr-2006 12:09:11
Lmax (fast):	88.7 dBA	89.8 dBC	92.5 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (fast):	48.5 dBA	63.9 dBC	65.3 dBF
	10-Apr-2006 12:10:04	10-Apr-2006 12:09:11	10-Apr-2006 12:09:11
Lmax (impulse):	93.7 dBA	94.2 dBC	96.8 dBF
	10-Apr-2006 12:10:55	10-Apr-2006 12:15:56	10-Apr-2006 12:15:56
Lmin (impulse):	50.2 dBA	66.8 dBC	68.4 dBF
	10-Apr-2006 12:13:30	10-Apr-2006 12:09:10	10-Apr-2006 12:09:11